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SATURDAY, JUNE 14, 1930.

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The Hongkong Telegraph.

FAIRY MOTORIST KILLED.**SIR HENRY SEGRAVE'S BOAT ACCIDENT.****BREAKS THE RECORD BUT DIES FROM INJURIES.****FATALISTIC FORECAST.**

Sportsmen throughout the world will hear with the deepest regret that during an attempt to beat the world's record with his motor-boat "Miss England the Second," on Lake Windermere yesterday, Sir Henry Segrave received such injuries when the craft capsized that he succumbed shortly afterwards. One of his mechanics was also seriously injured, whilst the other is missing and feared drowned.

First news of the disaster stated that Sir Henry was picked up unconscious after the accident, but that he was uninjured. He was rushed away in an ambulance to a residence near by, when, however, it was discovered that he had broken an arm and a thigh, whilst his ribs were penetrated. Despite the efforts of three doctors, he passed away in the presence of Lady Segrave last evening.

Prior to setting out on his attempt, Sir Henry remarked to his wife:—"I shall either do it or kill myself, but whatever happens, I shall step on the gas and drive like hell."

The tragedy is rendered all the sadder by the fact that on the first two runs during the attempt Sir Henry broke the world's speed record with an average of 98.76 m.p.h., a speed of 101.11 m.p.h. being attained on the second run.

"DO IT OR KILL MYSELF."

London, June 13. Sir Henry Segrave's "Miss England the Second" capsized whilst making an attempt on the speed record on Lake Windermere. Segrave and a mechanic were rescued, the latter being injured.

A second mechanic is missing, and it is feared that he was drowned.

Later.

"Miss England the Second" has sunk.

Segrave yesterday unofficially set a nautical measured mile on Lake Windermere in 41 seconds, and was attempting to-day to beat the official record, which is 44 seconds.

During the attempt, his craft developed a terrific speed during the third run over the measured mile.

Plunges Under Water.

Suddenly, the roar of whose 4,000 h.p. engines was echoing on the shores, plunged under water amid a cloud of spray.

Spectators ashore and afloat screamed and women fainted.

Within a few seconds, the boat emerged bottom upwards, with a large hole in the keel.

Speed boats rushed to render assistance and picked up Segrave, who was unconscious but not injured. One mechanic was injured and the other mechanic had disappeared.

Narrow Escape on Thursday.

Later.

Attempts at salvage of "Miss England the Second" were fruitless and she sank half an hour after the accident.

Mechanics had been working for six months, night and day, at Cowes perfecting "Miss England the Second."

The boat had a narrow escape on starting out on a run yesterday, when she stopped after a flash of flame, it being later discovered that the blade of a propeller had broken off and was grazing the bottom.

Segrave, before starting to-day, said:—"Now for it. She has chewed up three propellers. I am not trying a bronze one. If it fails, I shall fit a steel one. The boat is an absolute experiment. Anything may happen."

"Do It or Kill Myself."

When Lady Segrave wished him good-luck, he replied:—"I shall either do it or kill myself, but whatever happens I shall step on the gas and drive like hell."

Segrave was unconscious when picked up. However, he soon re-

**REBELS AGAIN ATTACK.****ATTEMPT TO SEIZE MAMUTSI.****NATIONALISTS SUCCEED IN HOLDING OUT.****FOOCHOW NOW QUIET.**

Shanghai, June 13. In a sensational attempt to cut off the Nationalists retreating along the Lung-Hai Railway a large contingent of Kuomin-chun troops on Wednesday evening made a bold attempt to penetrate into Mamutsi, a strategic position along the Lung-Hai Railway between Kweitch and Tangshan.

Kuomin-chun plain clothes troops succeeded in smashing the railway bridge at Mamutsi but they were repulsed after a severe encounter with the Nationalist defenders.

It is understood that the Nationalist troops fighting at Lanfeng have met with considerable reverses and consequently the Kuomin-chun Army deemed it expedient to cut off their retreat by attempting to capture Mamutsi. In view of the precarious situation along the Lung-Hai Railway it is expected that second attempt to take Mamutsi will be made by the rebels during the week-end.

Marshal Chiang.

After a brief visit to Nanking, Marshal Chiang Kai-shek has returned to Kweitch by aeroplane and is directing the Nationalist defence in final hope to save Kweitch which will form the Kuomin-chun objective if they desire to reach Hsueh-fu, the Nationalist H. Q. along the Tientsin-Pukow Railway.

An armistice prevails at Lanfeng where both sides have decided to lay down their arms for the time being on account of the heavy casualties suffered. It is stated that the Nationalist leaders have sent an envoy to Hongkong to interview Mr. Wang Ching-wei, the leader of the Kuomintang Left Wing, in an attempt to bring about peace between the Nanking and Shansi militarists.

Tsinanfu Quiet.

Tsinanfu continues to be exceedingly quiet, despite the fact that the Shansi troops are determined to take the city at the earliest opportunity.

General Han Fu-chu, Officer commanding the Nationalist defenders, has made a public statement to the effect that he is willing to give up Tsinanfu at any moment provided the Shansi Commanders will assign General Shih Yu-shan, General Han Fu-chu's former colleague when they were both under the Kuomin-chun banner last year, as the Kuomin-chun officer to enter Tsinanfu first with the troops of Shih Yu-shan.

General Han Fu-chu states that with a view to ensuring the safety of the foreign residents he can trust no-one but his good friend, General Shih Yu-shan.

The Japanese Legation officials have again impressed upon Marshal Yen Hsi-shan's representatives at Peking the necessity of giving full protection to the Japanese residents during the Nationalist retreat. Fighting around Tsinanfu has ceased and both sides are waiting for the outcome of the arrangement for an organised Nanking withdrawal.

Foothow Position.

The tension at Foothow, Fukien Province, has relaxed considerably following the repeated success of the Nanking garrison forces at Foothow, which have succeeded in defeating the rebels under General Lin Sin-bang.

The main body of the rebels suffered heavy casualties in fighting during the early part of the week and the latest messages from Foothow say that they retreated on Wednesday evening towards Hwangting which is situated about sixty miles from Foothow.

The loyal defenders have been much assured with the arrival of aeroplanes and a regiment of troops on Tuesday. The aeroplanes intend to bring about the final extermination of the insurgents.

Death took place shortly after 5 o'clock in the evening. Lady Segrave being present at the death-bed.

Mishaps Every Day.

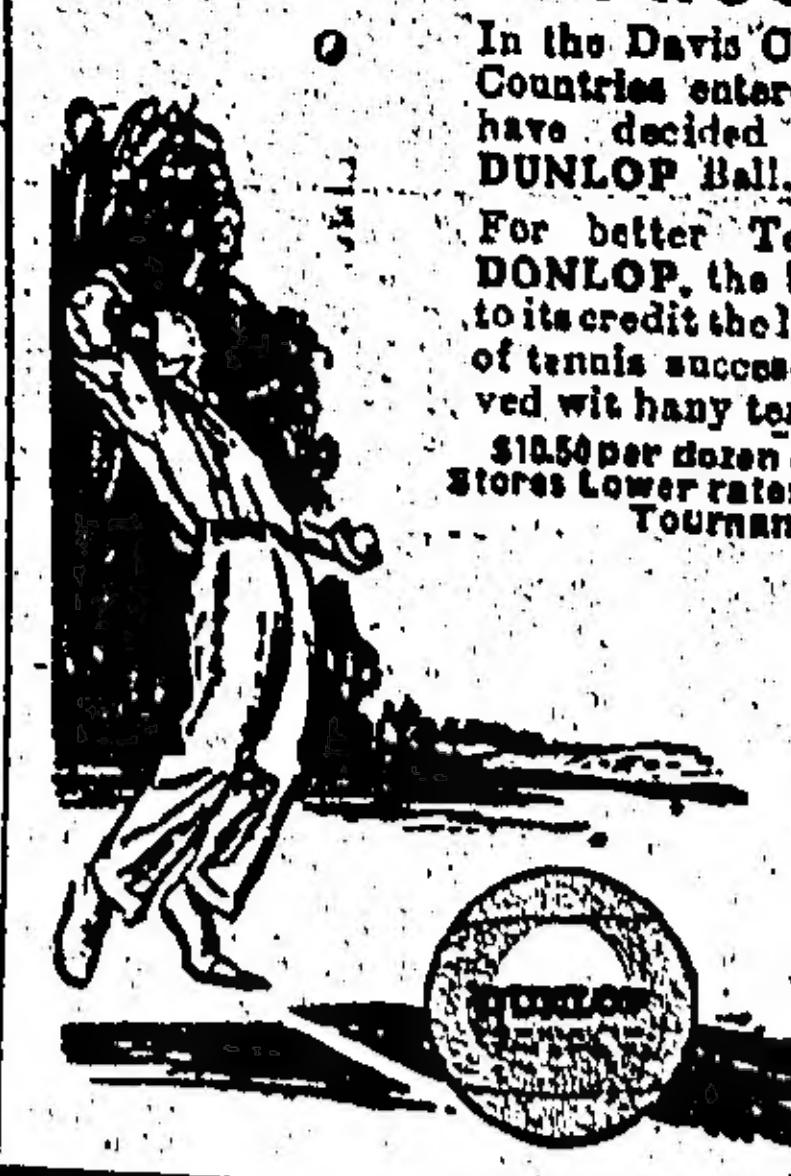
The deceased's attack on the speed record on Lake Windermere was dogged with misfortune from the outset. Accidents occurred to "Miss England the Second" each day Sir Henry brought her out.

(Continued on Page 10.)

Literary, Supreme Court

Dollar on Demand:—1/3*4d*.
Lighting Up Time:—7.08 p.m.
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**TEST MATCH SCORE.****ENGLAND 241 FOR EIGHT.****CAPTAIN'S STAND.**

London, June 13. Jack Hobbs and A. P. F. Chapman, the captain, were the only two batsmen to make anything like a lengthy stand against the Australians in the first Test Match which started at Nottingham to-day. At the close of play England had made 241 runs for the loss of eight wickets, the detailed scores being as follows:

ENGLAND.

Hobbs, c Richardson, b McCabe	78
Sutcliffe, c Hornibrook, b Fairfax	29
Hammond, b. w. b. Grimmett	8
Hendren, b. Grimmett	0
Tate, c Oldfield, b. Grimmett	0
Chapman, c. Ponsford, b. Hornibrook	52
Larwood, b. Grimmett	18
Robins, not out	28
Tate, b. Grimmett	13
Extras	10
Total (eight wickets)	241

England started very badly. Sutcliffe and Hobbs not remaining together very long. The famous Yorkshireman fell to a ball from Fairfax which Hornibrook gathered well and sent one of England's best batsmen back to the pavilion.

Hammond came out to join Hobbs who was scoring steadily, but when he had made eight the umpires gave him out leg before. Woolley, who has done great things this year in batting, then went out to join Jack Hobbs who was still making runs and playing the bowlers fearfully. However, Woolley had not opened his score when he was smartly stumped by Oldfield.

Three leading batsmen had been sent back now and the score board was not at all a promising one. Hendren failed to stop the rot, being clean bowled by Grimmett when he had put another five on to the total.

A Stand Made.

Four of England's best batsmen had been sent back to the pavilion before lunch, these being Sutcliffe, Hammond, Woolley and Hendren. The score at this time was only 71. Things brightened up considerably when the captain came out. With Hobbs still in there was still ground for hope that England would compile a fairly good total and hopes rose as Hobbs and Chapman slowly added to the total. Neither of them took chances, but Chapman was content to get well set. At lunch time England were 91 for four wickets, Hobbs being 37 and Chapman eight.

The stand was continued after lunch when the two batsmen scored more freely. At 3.30 Hobbs was 54 and Chapman 52. After that Chapman, who had taken only

sixty minutes to reach his total, played a ball from Hornibrook up and it was well held by Ponsford. Hobbs continued to score slowly, but he fell to Richardson off McCabe's bowling at 78. Hobbs was at the wicket for three and a half hours.

Larwood and Tate were

comparatively early victims to Grimmett, but Robins stuck in. Extras by close of play had risen to ten only, a telling indication of the Australian fielding.—Reuter.

CORRESPONDENCE ON EXTRALITY.**SINO-BRITISH VIEWS NOW DISCLOSED.**

London, June 13. The correspondence which has

passed between Dr. C. T. Wang

and Sir Miles Lampson, the

British Minister to China, on the

subject of extraterritoriality in

China, has now been published.—Reuter.

THE YOUNG LOAN.**LIKELY TO BE HEAVILY OVERSUBSCRIBED.**

London, June 13. The Young Loan list was closed in London at one o'clock this afternoon. There are indications that the Loan has been heavily over-subscribed in London, Paris and Stockholm.—Reuter.

COUNTY CRICKET MATCHES.**BOWLERS GENERALLY ON TOP.****DEFINITE RESULT IN FIVE OF SIX MATCHES.****YORKSHIRE'S WIN.**

London, June 13. Bowlers again came into prominence during the County cricket matches which ended to-day. On the whole the batting totals were on the low side and in two matches a team had to follow on. The games were productive of five centuries and many good bowling performances.

Results in Brief:

Lancashire won on the first innings against Sussex.

Yorkshire beat Warwick by eight wickets.

Essex beat Middlesex by nine wickets.

Leicester beat Surrey by 102 runs.

Derby beat Northants by 71 runs.

Gloucester beat Kent by 117 runs.

The Honours List.

The principal batting and bowling performances during the matches which ended to-day are set out below:

Batting.

Armstrong (Leicester)	147
Newman (Middlesex)	110
Santall (Warwick)	105
O'Connor (Essex)	104
Russell (Essex)	102

Bowling.

Freeman (Kent)	6 for 97
and	8 for 101
Parker (Gloucester)	6 for 73
and	5 for 28
Mitchell (Derby)	4 for 43
and	4 for 67
Astill (Leicester)	4 for 48
and	7 for 32
Robinson (Yorkshire)	4 for 41
and	4 for 88
Hall (Yorkshire)	4 for 24
and	4 for 82

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INTERFERENCE WITH WITNESSES.

COUNSEL'S PROTEST IN EXTRADITION CASE.

When the extradition proceedings concerning Tam Sit, Tam Yuen and Tam Hing, charged with killing two Chinese men in Chinese territory, were resumed before Mr. Lindsell yesterday afternoon, Counsel for the defence (Mr. Hin-shing Lo) sprang a surprise on the Court by declaring that a party of people who were sent up-country, in the interval since the last adjournment, to collect evidence on behalf of the defence, had been arrested and detained by Chinese soldiers, and that at the instigation of a principal witness for the Crown.

The man denounced by Counsel, Tam Tong, was in court, and Mr. Lo asked for his immediate arrest on the ground of a felonious attempt having been made to interfere with the administration of justice.

This was not done, but before the Court adjourned again until next week, the Magistrate directed Mr. Somerset Fitzroy, the Public Prosecutor, to enquire into the truth of Mr. Lo's allegations and report thereon at the next sitting.

Mr. Hin-shing Lo said: Your Worship, before proceeding with the case, I think it is my duty to inform you there is a most serious development which I consider a record in the annals of the jurisdiction of this Court in extradition cases. Messrs. Lo & Lo, by whom I am instructed, have had occasion to write to the Inspector-General of Police of the arrest and detention of a party of men who went up to take photographs on behalf of the defence. The location of the Taishing teahouse from where one witness for the Crown said he had had a clear view of the murder in the street at Wo Pak Village, was seriously disputed, by us. In order to assist the Court a party of four men were sent up to Canton by a local contractor of some standing, who is interested in the case.

The party of four men went to Canton and engaged two photographers, making a party of six, when it set out early on Monday morning for Lo Chuan, and from there to Ma Lung Tau, then to Wo Pak Village. They took photographs of Waiching Street, and proceeded back at Ma Lung Tau, with the intention of returning to Canton by way of Lo Chuan.

A gentleman, continued Counsel, who took sick leave of the Court, led a party of about 10 Chinese soldiers lying in wait at the ferry wharf at Ma Lung Tau, and arrested and detained five men including the two Canton photographers. The sixth man, who was behind the others when they were arrested, escaped through the mulberry groves and bamboo thickets and came down here in Hongkong on Tuesday evening. On Wednesday evening he went to see Mr. Horace Lo, who, as a result, has seen fit to write to the Inspector-General of Police in regard to the matter of the interference of these people.

I submit that although this is an extradition case, the practice and procedure of this Court must always be followed. If this is the case, interference with the witnesses, irrespective of whether they are for the prosecution or for the defence, is indictable on commission, or summarily punished as an act of contempt of this Court." Assistance of Court.

Continuing, Mr. Lo said that in the same terms that Mr. Horace Lo had requested Police assistance in the matter, he, on his part, must also ask the assistance of the Court in what was a very peculiar extradition case. The Hongkong Government had often complained in these extradition cases of the failure of the Canton authorities to have itself represented in these proceedings by a competent authority. He (Counsel) was not versed with the practice of the local Court, but from the little experience he had had at the Bow Street Court in London, he should imagine that it was a requirement that should always be fulfilled. If for

one moment they had a representative of the Canton Government in Court, he (Counsel) would not hesitate to go for him strongly and demand of him an explanation of the outrage that had been perpetrated. As it was, as the Crown was the only party represented in the case, he would submit that the Court should come to the rescue and take steps for the release of the detained men.

Taking a legal viewpoint adopted in America, Mr. Lo said he considered that the local Court had the same powers as the Bow Street Court Magistrate whose views on the question of interference with the witnesses for the defence were unquestionable.

It was the American view that the Bow Street Magistrate adopted and if that view was the correct one, it came to this that in case the defence was incapable of producing witnesses on financial grounds, the Government should subpoena those witnesses at its own expense.

"What was the procedure in America could conceivably be the procedure here. It was a procedure that was favourably commented upon by the Bow Street Court. I have to ask your Worship to take into consideration the circumstances in this case also."

Continuing, Mr. Lo said that here they had the case of a man—a potential witness for the Crown—obtaining sick leave in order to get away up-country and there to lie in wait with ten soldiers, next setting upon a party of men who had gone up to take photographs of the location of the murder and so to assist the Court.

Mr. Lindsell: Was the offence alleged to have been committed in China?

Mr. Lo: Yes.
Mr. Lindsell: How can I issue a warrant for their arrest in that case?

Inquiry to Be Made.
Counsel said he was not asking his Worship to protect witnesses in the sense that they were within the precincts of the Court, but that if his Worship was satisfied that the witnesses of this Court had been detained and arrested, his Worship was justified in issuing a warrant for the arrest of the man who was sitting there (pointing dramatically to a witness in the Court). "He is the man who took sick leave," declared Counsel.

Mr. Lindsell: On what you tell me I have no evidence that these men were arrested merely because they were witnesses or intended witnesses for the defence. And it is possible they were then in a prohibited area and were arrested on that account. I cannot possibly take any action without such evidence.

Counsel offered to produce the sixth man in the party who had escaped arrest by the soldiers and have him give evidence on his experience and his identification of the Crown witness as being concerned in that affair.

His Worship said it seemed to him as perfectly clear that interference by persons outside of the jurisdiction of the Court with witnesses for the defence could not possibly justify the Court in issuing a warrant of arrest. Counsel must quote him authorities in support of his contention.

Mr. Lo promised to do that, and in the meantime, mentioned the case before the Bow Street Magistrate where the latter had seen fit to order the arrest of a Czechoslovakian in his Court who, in his own country had previously interfered with a witness for the defence by causing his arrest there.

Mr. Lindsell said he was not prepared to take any action at present, but would proceed with the evidence in the case.

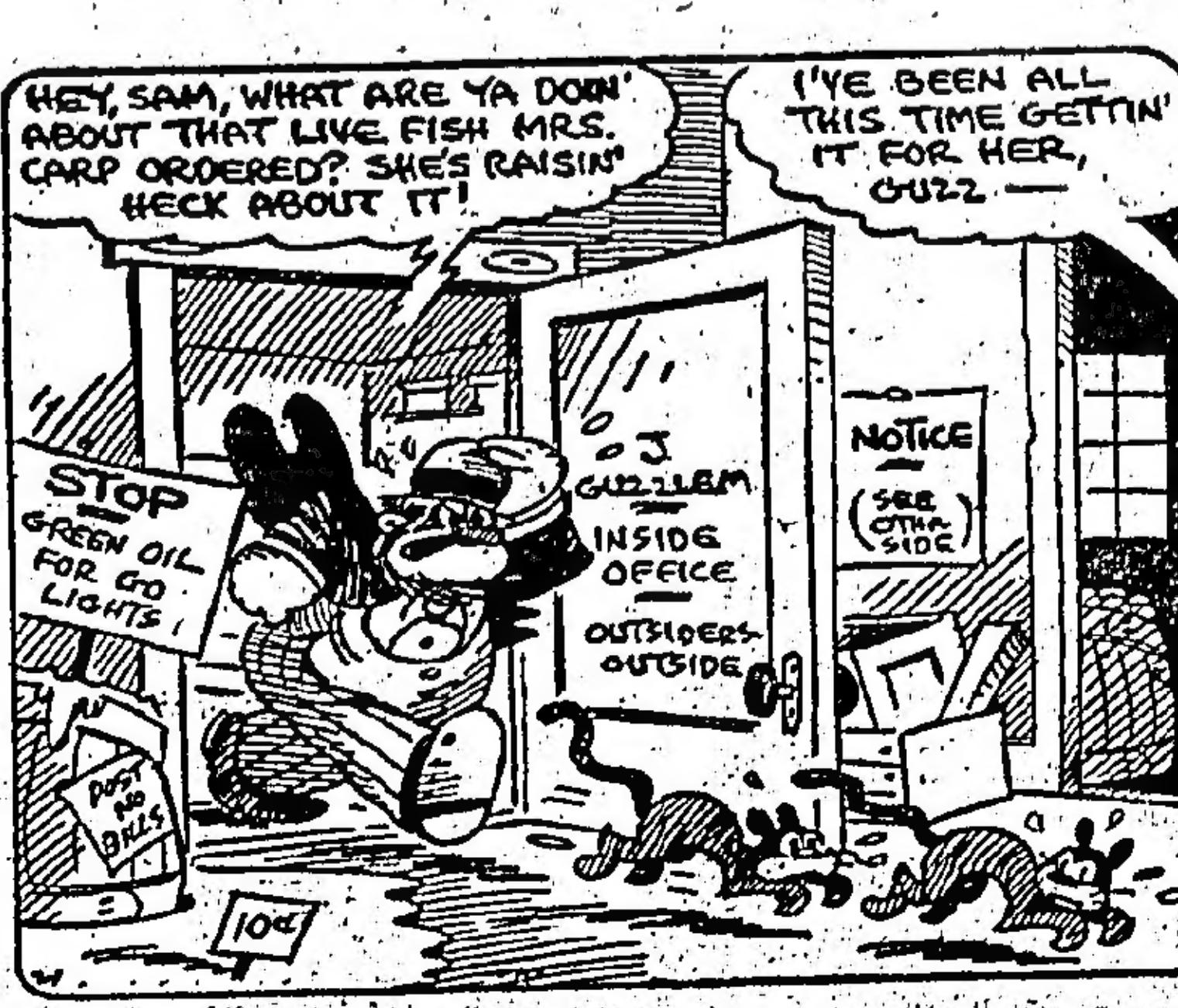
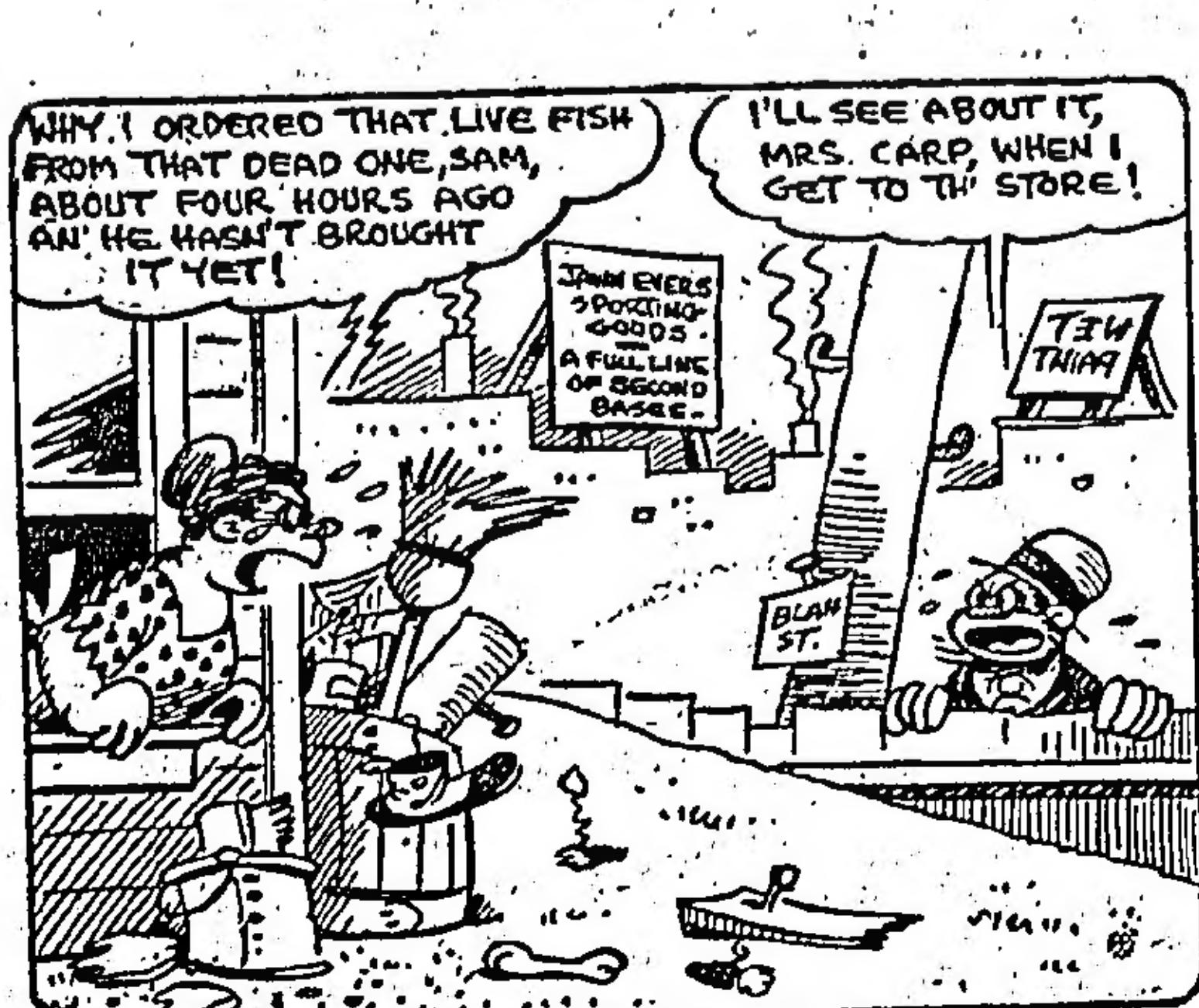
The witness then called turned out to be the man denounced by Counsel. He testified as to the murder, by a party of over ten men, of a kinsman outside a tea-shop in Tai Po parish, Nam Ho district last year.

Cross-examined by Mr. Lo, witness denied that during his sick leave he had been concerned in the arrest of the party of photographers.

The case was then adjourned until next week.

Mr. Somerset Fitzroy, appearing for the Crown, was directed by the Magistrate to enquire into the truth of Mr. Lo's allegations before the next sitting of the Court.

SALESMAN SAM



Where the Trouble Is



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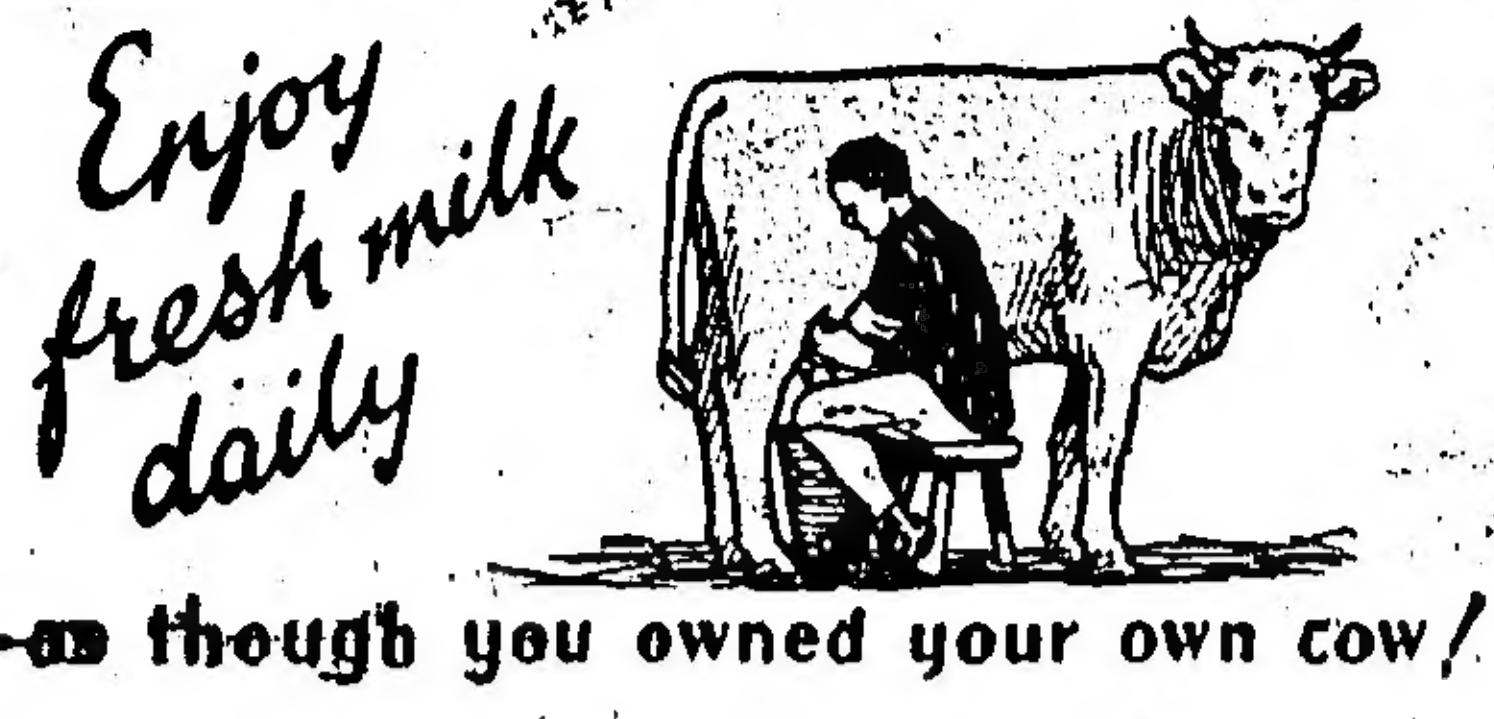
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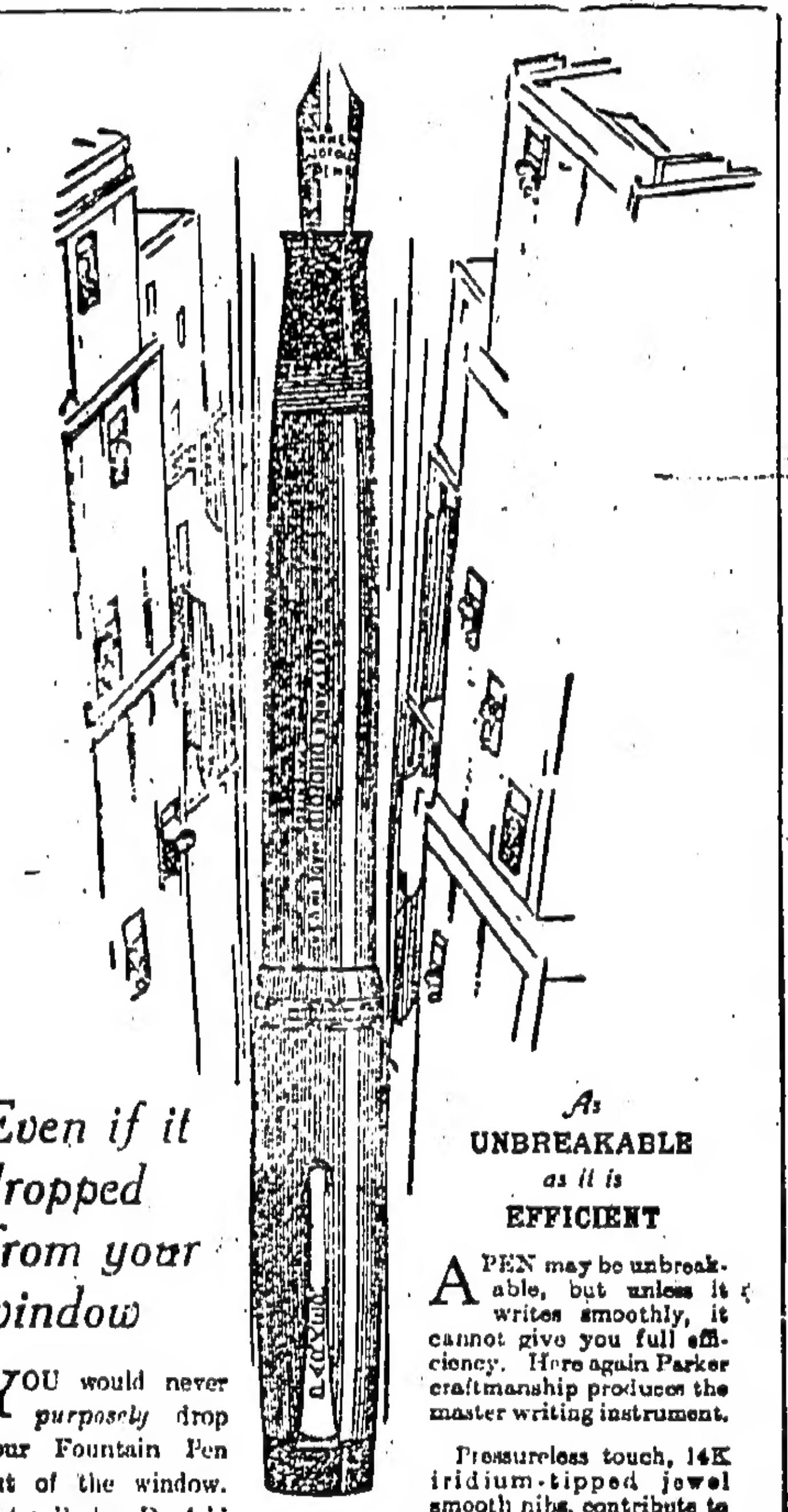
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TEARS & DENIALS IN COURT.

MME. CHIFFON'S ACTION AGAINST MISS MCKIE.

"It is a crime to put a sick woman through all this," sobbed Miss Delsie McKie, of No. 51, Lyndhurst Terrace, in the Summary Court yesterday afternoon before the Justice of the Peace (Mr. Justice Wood) in defending an action brought against her by Madame Chiffon, of Pedder Street. "I have just come out of Victoria Hospital," she said, "and this morning I was advised not to come, but I would not ask for another adjournment."

Madame Chiffon claimed the sum of \$109 in respect of the purchase of two black hats and the re-making of a silk fawn jumper.

Mr. H. J. Armstrong was for plaintiff and Mr. Kwok defended.

In opening his case, Mr. Armstrong stated that the first black hat was purchased by defendant on November 28, 1929, for \$20; the second on December 12, 1929 for \$40, and the cost of re-making the jumper was \$49, this being delivered on December 23, 1929.

Sale of Jumper.

Madame Chiffon, in the witness box, stated that she had known Miss McKie for about four years during which time she had extended credit and Miss McKie had paid in small amounts. Plaintiff stated that she was in Paris at the time and she sent the jumper, which was brand new, to Hongkong where it was bought by defendant, being sold to her by Miss Nuttal, an assistant and accountant at the shop.

She continued that there was no dispute about the first hat, but with regard to the second defendant left the shop wearing it and left her old hat behind. The new hat was returned by an aman and plaintiff said she would make some alterations required which defendant agreed to accept. The alterations were made and it was delivered to defendant, but an aman again brought the hat back and plaintiff said she could not now sell it as it had been worn.

Plaintiff added that a bill was sent to defendant every month since last December but no objection had been raised until proceedings were threatened.

Defendant Reproved.

On several occasions defendant interrupted and his Lordship said that if she did not restrain herself she would have to leave the Court.

Miss McKie replied, "I will try and restrain myself but this perjury is too terrible for words."

Evidence was given by Miss Nuttal, and, in cross-examination by Mr. Kwok, said that Miss McKie did not complain about the

silk on the jumper when she bought it. Witness said she could not recall a "boy" going to the shop and paying \$20 for one of the hats.

In giving her evidence, Miss McKie made a lengthy statement, in which she alleged that the jumper was shop-soiled when she bought it and Madame Chiffon agreed to re-make it without charge on any future occasion.

"When I took it back to her she said: 'You perspire so profusely. What use would it be if I fixed it?' which was a very nice answer, to get. I told her she had seen the last dollar of my money she would ever see."

Dress Criticised.

Later, referring to the dress in question which, she said, she was wearing at her lawyer's request, defendant asked: "Can anyone be seen anywhere in this dress? Can they go to any places? Look at the sleeves (raising her arms), look at the fit, look at everything, and the skirt, done up by the cheapest Chinese tailor."

With regard to the \$20 hat, she said she sent her "boy" with the money and he gave her a receipt. She had been very sick, however, and could not now find it. With regard to the \$40 hat Miss McKie stated that she wore it out of the shop as far as St. Francis Hotel when she immediately took it back and had not seen it since.

Miss McKie added: "She has committed most outrageous perjury in this case. I would not dare to do such a thing."

Replying to a question by Mr. Armstrong, defendant said: "I have got three or four wardrobes full of clothes, more than I could ever wear if I lived to be 100."

When Mr. Armstrong suggested to defendant that she was in better health when she bought the dress than now, defendant replied she did not know what Mr. Armstrong was getting at, and remarked that she had always been a sick woman.

Weight not Altered.

Mr. Armstrong:—"What I am putting to you is that you weigh less now than you did then?"—I do not. My weight has never altered. Every doctor who has attended me can prove that.

Defendant's emotions overcame her when she left the witness box.

In giving judgment in favour of plaintiff for the full amount claimed with costs, his Lordship said he had no doubt but what Miss McKie thought she was right in refusing to pay but, in his opinion, she was liable. He was quite satisfied that the frock was new and defendant herself had admitted that she wore one of the hats out of the shop.

Defendant remarked that as she had to pay for it she might as well have the \$40 hat, which was handed over to her, saying she could give it away to charity.

BRITISH STEEL THE BEST.

HOW SHEFFIELD LEADS THE WORLD.

London, June 13. Sheffield is turning out annually fifty per cent. more steel and steel products than in her best pre-war days.

She is employing many thousands more than before the war.

Her steels are vastly better than they have ever been.

She is also farther ahead than the rest of the world than ever before.

This is Sheffield's counterblast to Germany's "push" cabled yesterday. It is contained in a letter signed by the Master Cutler, Mr. A. K. Wilson, who is also president of the Chamber of Commerce at Sheffield, and is addressed to British Consular officers all over the world.

It is mentioned that the United States is buying Sheffield steel, which is three or four times dearer than it would pay for the nearest American-made equivalent.—Reuter.

LOCAL RADIO.

H.M.V. RECORDS FOR TO-NIGHT.

Wireless programme to be broadcast to-day by Z.B.W. Hongkong, on a wavelength of 355 metres:

1.00-2.00 p.m. Programme of H. M. V. records by courtesy of Messrs. Moutrie and Co.

7.00 Lido Lady (Selection).

7.08 Getting a Motor Constance Savoy Orpheans.

7.15 Lilac Time Collier and Ronald Squire.

7.17 My Love is like a Red, Red Rose. John Turner.

7.23 The Arcadians. Light Opera Co.

7.32 Faust . . . Ballet Music.

Royal Opera Orch. Covent Garden.

7.40 Glory of the Sea The Border Ballad.

Peter Dawson.

7.46 Evensong Easthope Martin. Herbert Dawson, Organ.

7.52 Lilac Time Vocal Gems.

8.00 Sanctuary of the Heart Reginald Foote (Organ).

8.08 Down in the Forest. Walter Glynn.

O. Flower of all the World. Selection.

8.15 Patience . . . Coldstream Guards.

8.23 I'll see you again (Bitter Sweet) Wood-Metzka.

8.32 Gipsy Love. Sweetheart (Strauss).

International Concert Orch.

8.40 Spanish Serenade. Spanish Dance No. 1.

8.46 By the Blue Hawaiian Waters. New Light Symphony Orch.

Reginald Foote.

8.53 Bird of Love Divine. Valley of Laughter.

Mavis Bennett. Soprano.

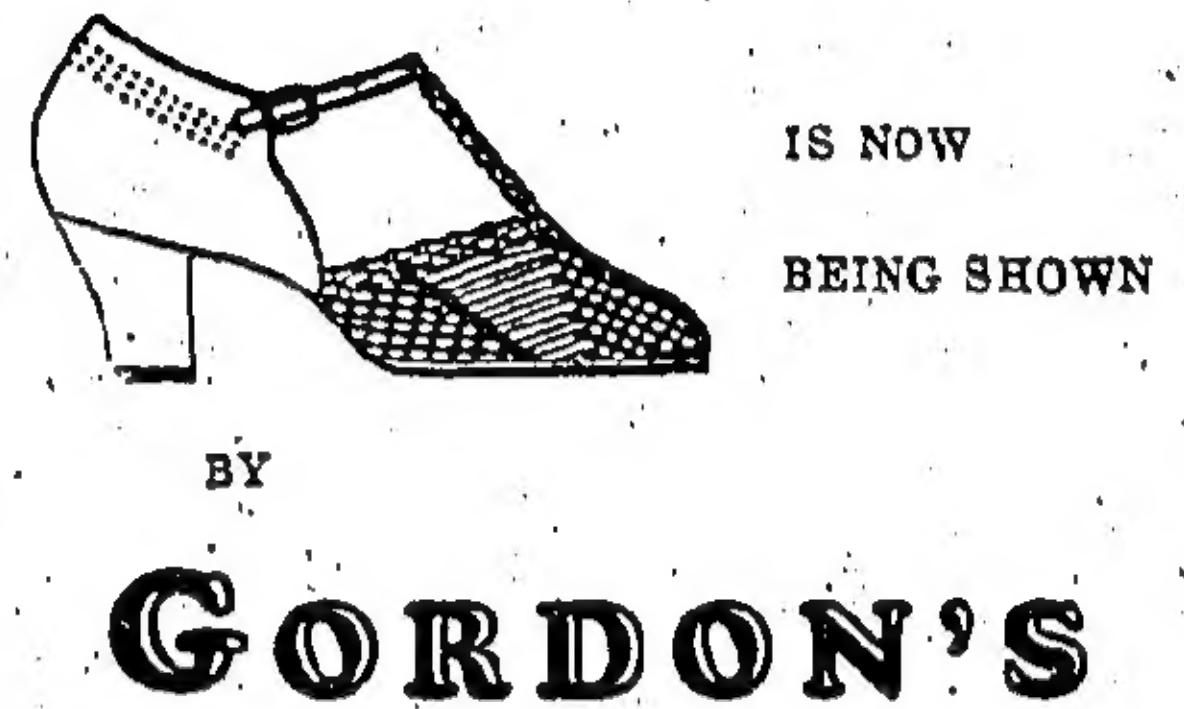
9.00 Weather Report and Dance Programme of Victor records by courtesy of Messrs. Moutrie and Co.

11.30 p.m. Close down.

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RANGE OF

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ALL COLOURS SPUN CREPE . . . \$1.50 yd.

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" FUJI SILK (heavy) . . . \$0.80 "

PRINTED CREPE DE CHINE from . . . \$2.00 "

GEORGETTE CREPE . . . \$2.50 "

CREPE DE CHINE HAND EMBROIDERED UNDIES, 3 PCS. from . . . \$15.00 Set.

" PYJAMAS . . . \$7.00 "

MEN'S SILK SHIRTS . . . \$8.00 "

SILK PYJAMAS . . . \$6.00 "

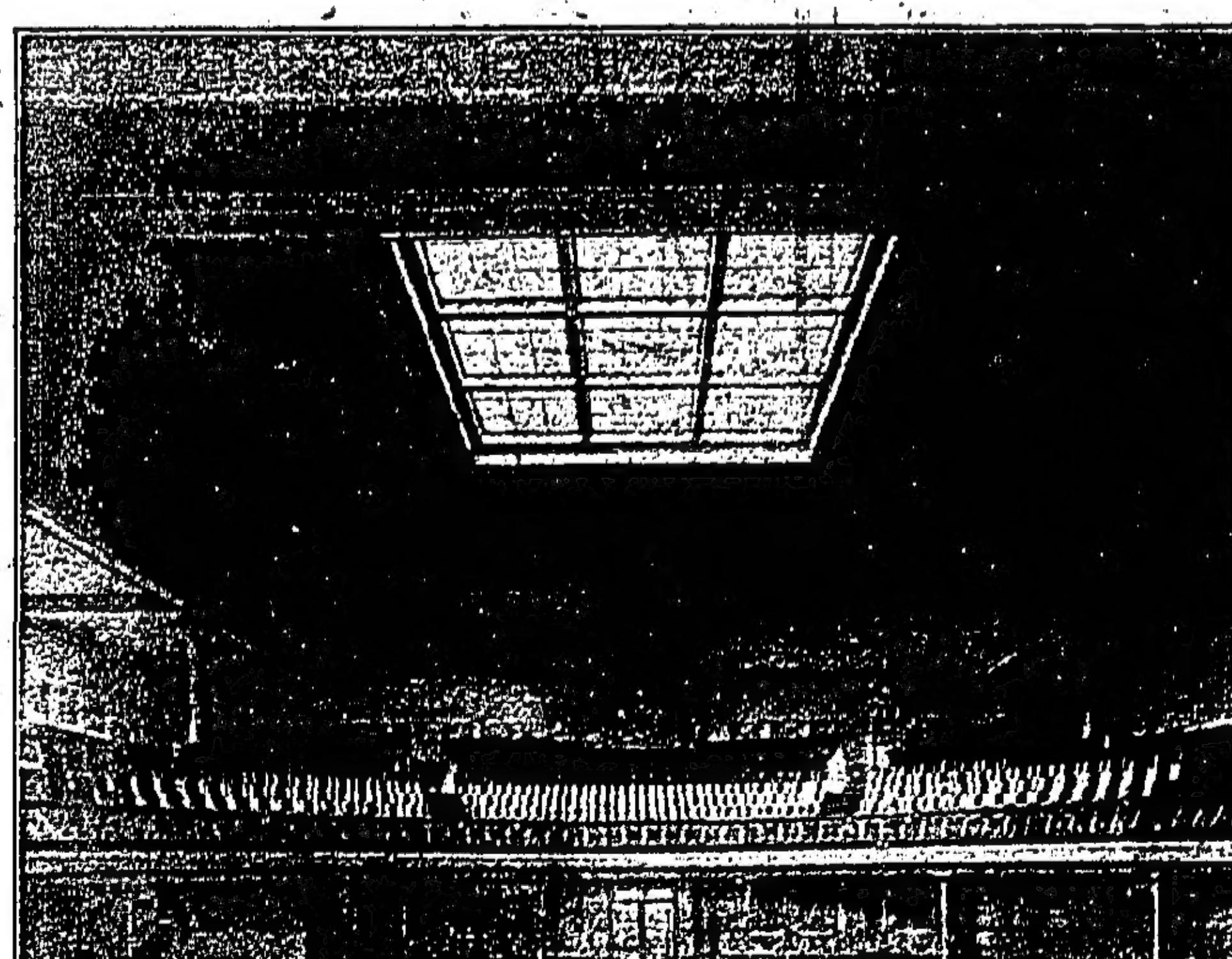
NECKTIE & HNDKF SETS . . . \$2.25 "

Also—Kimonos, Houris, Shawls, Bridge Coats, Etc.

TAJMAHAL SILK STORE

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Internal Conductives in All Layers

0.33	1" Thickness CELOTEX Equal in Insulating Value to
1.00	5" Wood
2.70	5" Asbestos Cement Board
3.04	5" Plaster Board
5.00	5" Brick
6.50	25" Concrete
11.20	124" Iron

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SOLE AGENTS.

TO-DAY'S WANTS.

25 WORDS \$1.00,
(\$1.50 If Not Prepaid.)
The following replies have been
received:-
544, 545, 547, 550, 556, 566, 593,
595, 598, 618, 634, 638, 639, 642,
650, 667, 671, 678.

FOR SALE.

FOR SALE.—BUNGALOW at Deep Water Bay R.E.L., No. 165, 3 living rooms, 3 bed rooms, 1 dressing room, 3 bathrooms, garden, hot water system, electric light and garage. Apply Wilkinson & Grist.

FOR SALE.—Foreign owned Wooden Harbour LAUNCH length 50 feet, Beam 9 feet, powered with 60 H.P. Paraffin Motor. Fitted with cargo hold, 8 feet by 8 feet 6 inches and large and well arranged passenger cabins, inventory, shower bath, etc. This launch which is in good condition and complete with all gear is priced for quick sale. For further particulars, write Box 683, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—LONDON. Furnished flat two bedrooms, sitting room, living room, bathroom, kitchen and scullery 20 minutes city, 1 minute tube station, 3 minutes Tooting Bec Common. Write Box No. 684, "Hongkong Telegraph."

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

CONSIGNEES' NOTICE.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.
Consignees of Cargo ex.

"TOYOHASHI MARU,"

are hereby informed that their Goods which were transhipped at Singapore into s.s. "Nagato Maru" arrived here on 13th June, 1930, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 19th June, 1930, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage Period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.
No fire insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, 12th June, 1930.

MASSEUR R. SHIMIDZU.
MASSEUSES S. HONDA.
MASSEUSES S. KISAKI.

Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.

MRS. MOTONO

New Advertisements

CHURCH NOTICE.

Local Services for To-morrow.

TRINITY SUNDAY.

St. John's Cathedral, Hongkong, June 15th, 1930, Trinity Sunday. Holy Communion 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: The Rev. C. B. Shaw. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: The Rev. H. V. Koop. Tuesday, June 17th, S. Barnabas Day, Holy Communion at 7.45 a.m.

Union Church, Kennedy Road, Hongkong. Morning worship, 11 o'clock. Evening worship, 6 o'clock. Preacher, morning and evening, Rev. John Foster.

Union Church, Jordan Road, Kowloon, (Interdenominational) 11 a.m. Joint Service with the Children, Solo, Mrs. Leib, "That Sweet Story of Old." Address Mr. T. J. Price, B. Sc. Evening Service 6 p.m. "From the Dungeon to the Throne." Preacher, Rev. J. Horace Johnston, B.A.

Seventh Day Adventist Chapel, Sunday Night, June 15th 8.30 p.m. Subject "Lazarus! Where Were You?" "Mysteries of the Dead Unveiled," by Lyman W. Shaw, Pastor Saturday Service 5.30 p.m. Meeting for prayer Wednesday—8.30 p.m. Visitors and strangers always find a cordial welcome here.

Wesleyan Methodist Church, Queen's Road, East, Sunday Services: Morning 10.15 a.m. Evening 6.30 a.m. Preacher, Rev. J. C. Knight Anstey. Sailors and Soldiers Home, Sunday 8.15 p.m. Service Men's Hour, Monday 3 p.m. Meeting of Ladies Church Aid.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "God the Preserver of Man." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The First Church of Christ Scientist, in Boston, Mass., U.S.A.

INDO-CHINA STEAM NAVIGATION CO., LTD.

The Forty-Ninth Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co. Ltd., Pedder Street, Hongkong, on Wednesday, the 18th June, 1930, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

By Order of the Board.
JARDINE, MATTHESON & CO. LTD.
General Managers.
Hongkong, 28th May, 1930.

MRS. MOTONO

HAND & ELECTRIC MASSAGE

No. 51B, Top Floor, Wyndham St., Hongkong.

KNEE SKIRTS ARE IDEAL
SAYS M.P.

Two hundred women clerks and secretaries, who sat in solemn conclave at Caxton Hall, Westminster, declined to wear the long skirt and become the slaves of fashion.

Miss Ellen Wilkinson, M.P., said she regarded the introduction of the long skirt for evening wear as a "cloud on our female horizon."

"Long skirts," she continued, "are not practical for those who have to go to their parties in buses."

"They looked perfectly lovely in front of your glass, but before you leave the house you have to hitch them up or tie them round your neck, or else you have a horror of sitting on the safety-pin with which you fasten them up."

"There is an elaborate organization which makes women follow the dictates of fashion."

"During the last week, when 600 men have asked me 600 times why I was not wearing a cotton frock, I have realised the power of the drapery trade."

"Lady Astor, Miss Lee, and myself have stood out manfully against cotton frocks, while the rest of the women M.P.s have shivered because a few men in Manchester have decreed it is Cotton Week."

"A dress which comes an inch or two below the knees, and which will cover the knee when the wearer is sitting down, is the sort of dress the 20th century woman wants."

Lady Duff Gordon said that she could assure the assembly, "Paris fashion houses did not intend to put it across" the women of the world and make them wear long frocks during the day-time."

Mr. G. S. Sandilands, the art critic, said he was all for long skirts. They looked better and hid people's knees. "A girl's knees, after she becomes 18," he added, "look like those of a camel."

"The ladies can talk as they like about their short skirts, but I know as much about them as they do." Mr. Sandilands continued, "I was four years in a Scottish regiment."

Only five men and one woman voted for long skirts.

"The ladies can talk as they like about their short skirts, but I know as much about them as they do." Mr. Sandilands continued, "I was four years in a Scottish regiment."

Mr. Sandilands explained that usually the cigarettes which Mrs. Phillips ordered were put on the grocery bill, but last October she asked him

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 19th June, 1930,

at 3 o'clock p.m.

at their Sales Rooms, Duddell Street

A STEAM LAUNCH

Breadth 10 Feet 4 Inches

Length 63 Feet

Depth 7 Feet 2 Inches

Tonnage 27.55 Gross

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as she now lies in Typhoon Anchorage, Yaumati

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Prince Edward Road,

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Detached and Semi-detached

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"Cambay Buildings".

"In the mid-air convenience".

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From SEATTLE, VANCOUVER and VICTORIA via JAPAN.

are requested to take delivery of

Flour, and Lumber shipments as soon

as the vessel is ready to discharge and

she is hereby notified that if their

lighters are not placed alongside the

steamer as required, their shipments

will be discharged into Holt's Wharf

Kowloon, at their expense, where the

cargo will be also at their risk and

expense and subject to the terms and

conditions of storage at Holt's Wharf.

Steamer will commence discharge on

the 13th June.

General cargo will be discharged

into Holt's Wharf Kowloon, where it

will lie at Consignee's risk and subject

to the terms and conditions of

storage at Holt's Wharf. The cargo

will be ready for delivery from the

Godown on and after 13th June.

All broken, chafed, and damaged

goods are to be left in the Godown,

where they will be examined on any

of the 10.45 a.m. and noon within

the free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all General Cargo re-

maining undelivered after the 19th

June, will be subject to rent.

All Claims against the Steamer

must be presented to the undersigned

on or before the 10th July, or they

will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Hongkong, 13th June, 1930.

WOMEN'S "NO" TO LONG FROCKS.

KNEE SKIRTS ARE IDEAL

SAYS M.P.

Two hundred women clerks and

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"During the last week, when 600

men have asked me 600 times why

I was not wearing a cotton frock,

I have realised the power of the

drapery trade."

"

EVERYTHING **G.E.C.** ELECTRICAL
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ALL ELECTRIC
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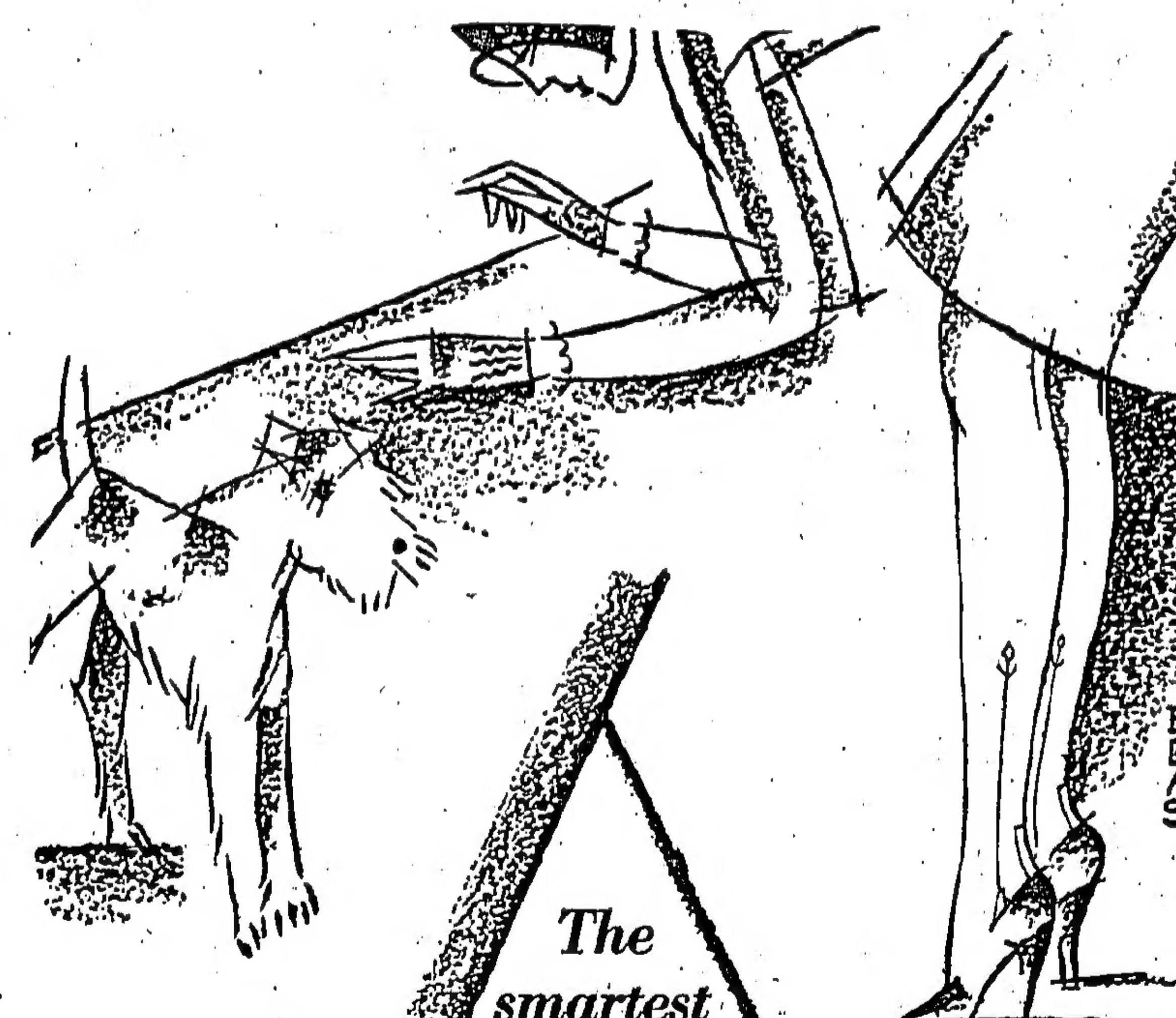
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Dealers

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and
MECHANICALLY
PERFECT

AN EXAMPLE FROM THE
"GECOPHONE" RANGE
B.C. 3026. Two-valve all-electric
receiver for A.C. Mains, in solid
mahogany or oak.
Complete with OSRAM
VALVES

WRITE for brochure B.C.5201
which gives full particulars of all
GECOPHONE Receivers. Send
Speakers etc. SENT POST
FREE ON REQUEST.

THE ALL-ELECTRIC RE-
CEIVERS WITH SOLID
MAHOGANY OR OAK
CABINETS.



The
smallest
heel
is the most
flattering

Study the new heels in
HOLEPROOF HOSIERY

Fashion gives you your choice this
year of any number of heels. Holeproof
presents the best of them. The tapering
"Chic Ankle" . . . the tall slender "Paris"
heel . . . they are all smart but the smartest
is the one that is most becoming to your ankle.

While you are choosing the smartest heel, remember,
that Holeproof rich, natural silk hosiery is not only a cor-
rect follower of fashion but it is also a leader in long wear.

Holeproof Hosiery

Representatives
KELLER, KERN & COMPANY, LTD.
P. O. Box 659, Hongkong

TREASURE HIDDEN
IN LONDON.

AMERICANS KEEN ON
THE HUNT.

LIGHT ON THE FAMOUS

"One of the most fascinating forms of modern treasure hunting I think is my own job," said Professor Leslie Hotson, to a Daily Chronicle representative at the Record Office.

He holds the John Simon Guggenheim Memorial Fellowship, and is on leave from the United States to continue his research into the records of Elizabethan days.

"There has been quite an American invasion after historical treasure-trove," he said, "and the visit to the States of your English professors has stimulated greater interest than ever into this kind of research."

"The treasure hunters include at least one woman, Miss Eleanor Boswell, another Fellow, and she is following up clues in the archives concerning theatrical history of the Elizabethan period.

Demand of Universities

"An enormous amount of matter has never been touched in the period from 1600 to 1650. If you take the records of Chancery proceedings alone there is a mass of valuable information available, but this is not all."

The Court of Exchequer, the Court of Star Chamber, the Admiralty, the King's Bench and the Court of Common Pleas all await the work of the research worker over an interesting period. But it is necessary to be something of a lawyer, a detective and, of course, an historian to trace out and interpret the important facts.

"A great deal of information at present not traced is to be found in these archives about Caxton and early book publishing, and sidelights on the lives of important persons even as far back as Chaucer, and the history of the theatre.

"One reason for this American activity at the Record Office is the demand at our Universities. British workers are quite as keen, but too often they have to work for their living in other ways and cannot devote their whole time to the job."

ISLAND CITY IN
THE ATLANTIC.

FRENCH ENGINEER PLANS AN
AIR BASE.

DARING PROPOSALS.

A newer Atlantis, a city anchored on the ocean between the Old and the New Worlds—such is the daring proposal of M. Leon Foenquinos, a Marseilles engineer and inventor.

He proposes that the city of his dreams should stand on an island of steel, above the northern part of the submarine plateau which runs north-west from the Azores. There the Atlantic is only about 250 feet deep.

It will be "easy," according to M. Foenquinos, to hitch the island to the sea-bed at that comparatively slight depth.

"My island," says M. Foenquinos, "will be a vast, circular basin with a double bottom and a wide rim.

"It will have a diameter of nearly a mile, and its height will be about 100 feet.

"It will sink about half its height into the sea, the displacement being about 22,000,000 tons. The island and the city on it will be protected by a series of floating dikes spread around like a gigantic spiders' web.

"Even the biggest Atlantic waves would, I believe, lose all their force long before they reached the island when they strike this encircling barrier."

CITY ON RIM OF ISLAND.

M. Foenquinos proposes to place his new Atlantic City on the broad rim of the island.

There will be houses of the most modern description, broad streets and boulevards, squares and gardens, shops, theatres and cinemas, together with "plages" where up-to-date hotels and restaurants will be found.

Inside the island, and under the city, there will be a circular railway.

Four great "Eiffel Towers" will be erected to act as lighthouses and wireless masts.

"Inside the city will be the island's great port, the entrances to which will be under the four towers.

"The biggest Atlantic liners will be able to enter and find a perfectly calm anchorage.

"But," M. Foenquinos goes on, "this harbour will be of greater importance in the case of hydroplanes crossing the Atlantic.

"They will be able to alight on a broad and perfectly smooth sheet of water.

"Atlantic flights will never be really safe and practicable until there is a port of call about half-way across the ocean."

ENORMOUS COST.

M. Foenquinos has not yet reckoned the cost of the realisation of his tremendous dream, though he knows it will run into many millions of francs (or ten of millions of pounds sterling).

"I know, of course," he says, "that most people think such a project is either impossible or unnecessary.

"Flying (they say, for example) will soon be so perfected that no calling-place en route between Europe and America will be necessary.

"I am not so sure. What a lot we have done in the past decade to perfect the motor-car, yet trifling defects often leave one stranded half-way on one's journey.

"I firmly believe that such an island will eventually prove to be absolutely necessary for air communication between the two continents.

"Without it, Atlantic flights will long be adventures attended by serious risks.

"My Atlantic City would mean practical and safe Transatlantic travel by air. It is bound to come, though perhaps not in our lifetime.

"Then there are the people who say such a project is impossible," concludes M. Foenquinos.

"Well, all I can say in reply to that is that the word isn't French, at least."

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is a condition of the body which breaks down as it were, the vital forces that sustain us. No matter what may be the cause (they are numerous), its symptoms are much the same: the body becomes listless, listless, sense of prostration or weariness, loss of appetite and want of energy for all the ordinary acts of life. Now what is absolutely essential in all such cases is to restore the vital strength and energy to throw off this morbid feeling, and as night succeeds the day, the body more certainly recovers by a course of

THE NEW FRENCH REMEDY.

THERAPION NO. 3

Given by my other known combination. Solvent

and astringent, with the characteristic

and the expiring lamp of life.

LIFTED UP AFRESH.

and a new existence imparted in place of what had

already been worn out, used up, and useless.

Take daily doses, and you will be able to regain

constitution and conditions. In other words,

it is difficult to imagine a disease or arrangement

whose main feature is weakness, that will not

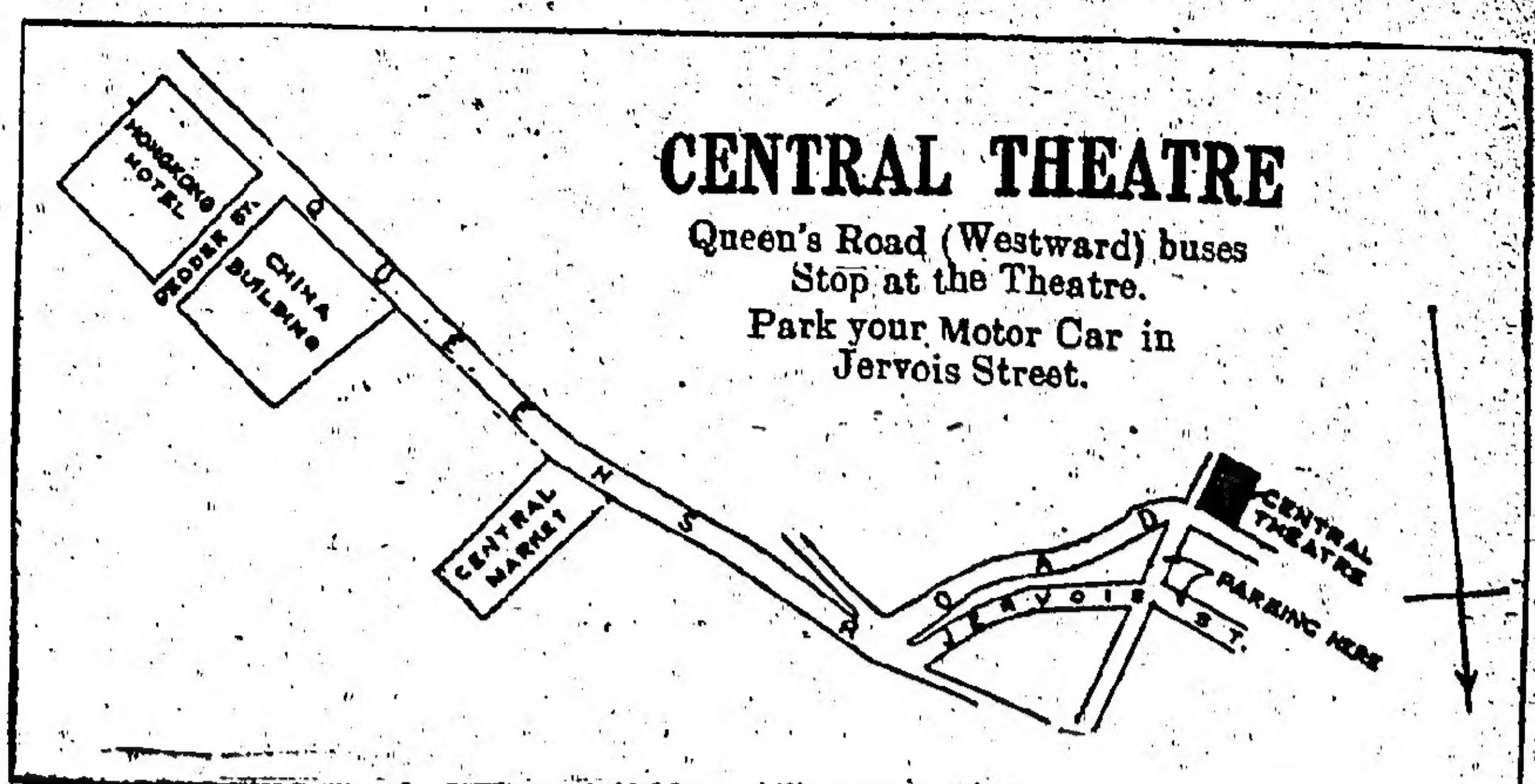
be relieved by Therapión.

Price per bottle 10/-

Order from your Chemist or Druggist.

Or send direct to the Manufacturer.

Dr. L. L. L. Ltd., 10, rue de la République, Paris, France.



CENTRAL THEATRE

Queen's Road (Westward) buses
Stop at the Theatre.
Park your Motor Car in
Jervois Street.

In The Street



All sorts of smokers
but mostly the same
cigarette ~~~~~~



CAPSTAN
THE COOLER SWEETER AND BETTER SMOKE

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EB-1001

SHIPBUILDERS,

SHIP REPAIRERS,

BOILER MAKERS,

FORGE MASTERS,

OXY-ACTYLENE AND

ELECTRIC WELDERS,

MECHANICAL AND

ELECTRICAL

ENGINEERS.

DRY DOCK

Length 787 Feet

Length on Blocks 750 Feet

Depth on Centre of

Sea (H.W.O.S.T.) 34 ft. 6 ins.

THREE SLIPWAYS

Capable of Handling Ships up to
4,000 Tons displacement.

Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

Tel. Address:—"TAIKOODOCK," Hongkong.

Telephone No. 30211.

Call Flag: "C" over "ANS. PENNANT."

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, CHINA & JAPAN.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS

HARDWARE MERCHANTS

25, Wing Woo Street.

FACIAL MASSAGE

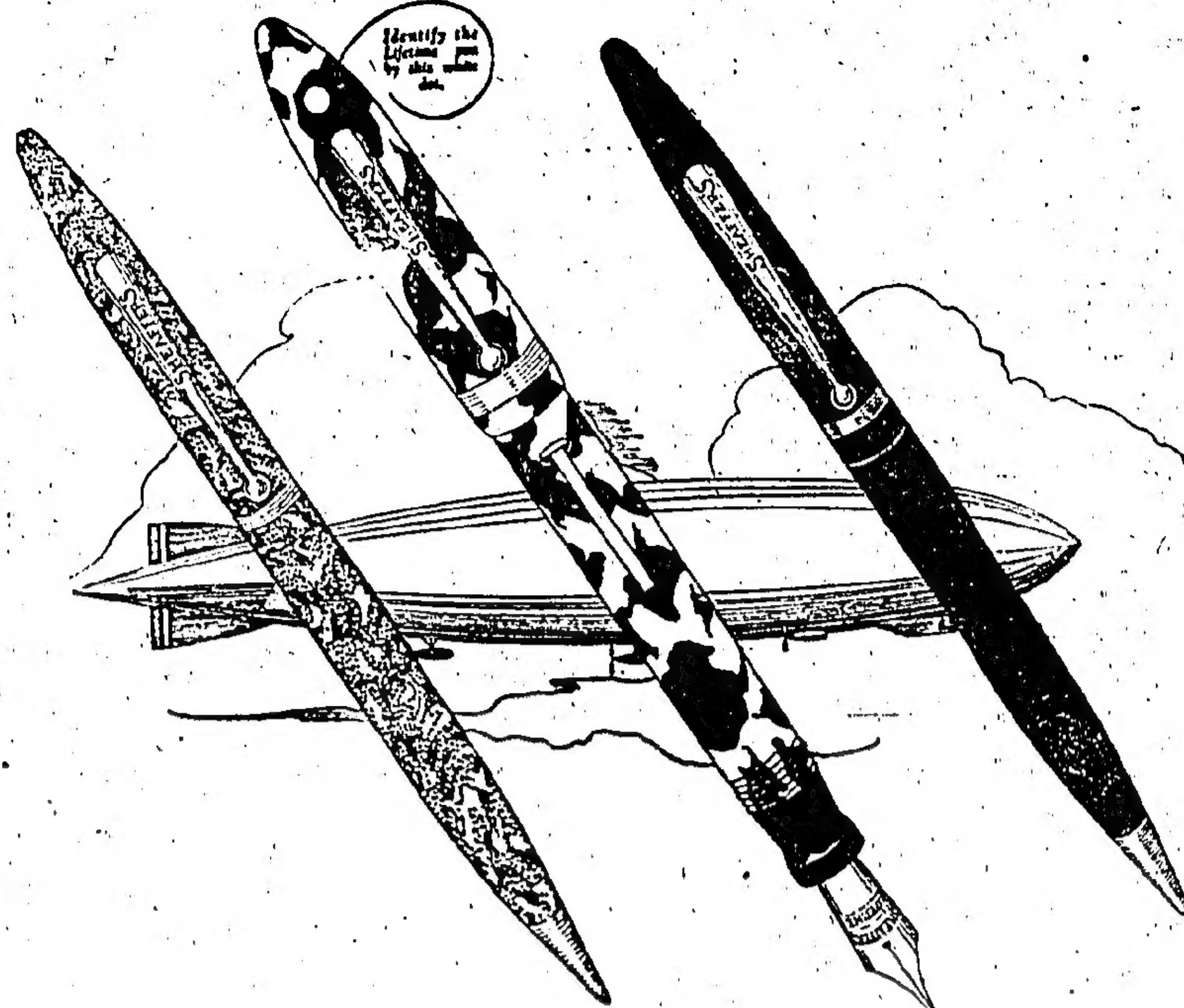
LATEST TREATMENTS

TESTER BEAUTY PARLOUR

Kayamally Building, Tel. 22103

Men's Dept.

Open till 7 p.m. & on Sunday morning



In 1970 your balanced Lifetime will serve you faultlessly

More Sheaffer pens are sold than any other one kind. One reason is, Lifetime pens are guaranteed against everything except loss for your entire life. See the trim, modern lines of the Balanced Lifetime writing instruments. Balance is Sheaffer's discovery; makes writing swift and effortless. For lifelong, untroubled writing, choose these master pens and pencils.

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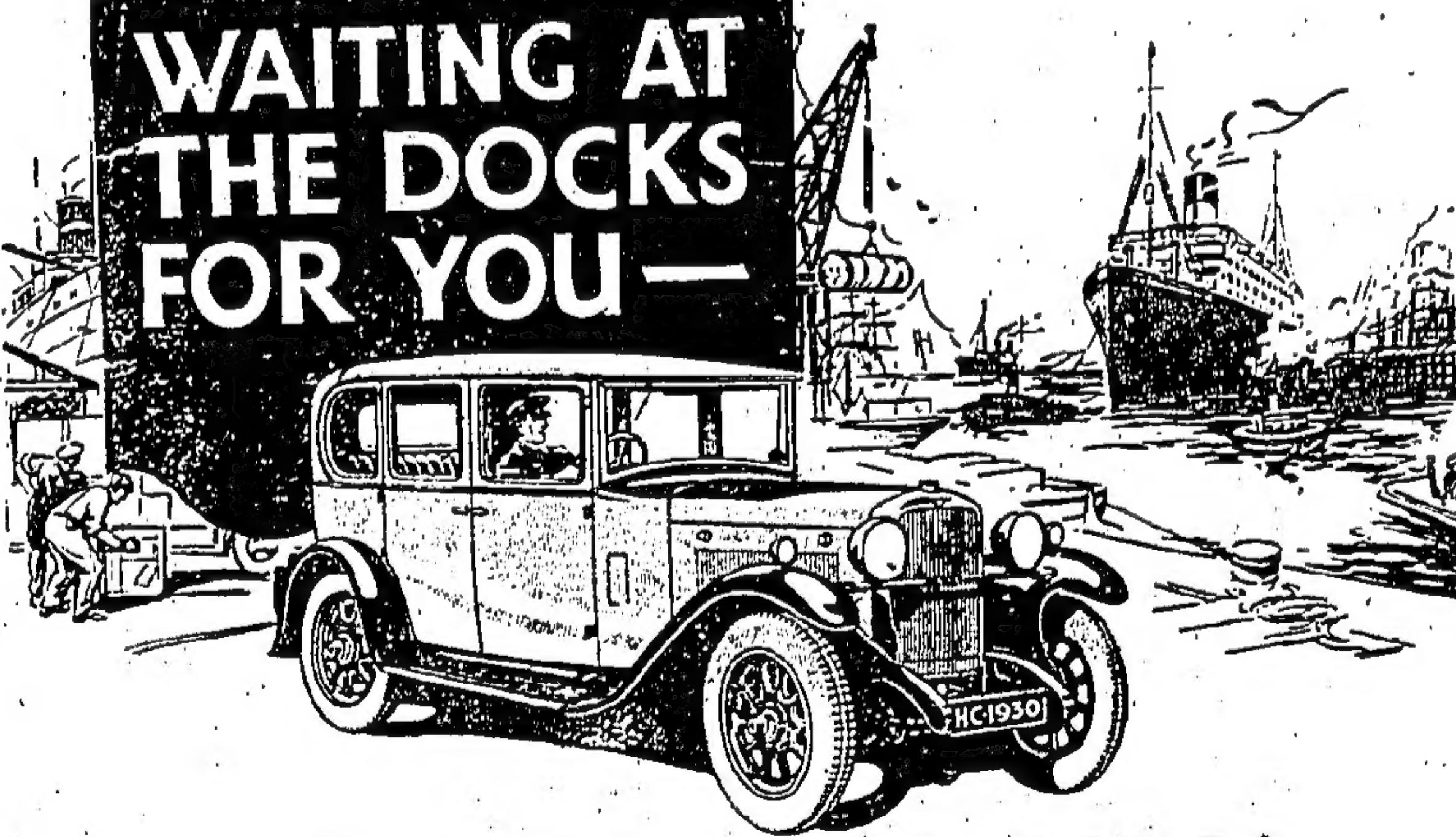
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REVEALING ART FRAUDS.

HOW BOGUS OLD MASTERS ARE RECOGNISED.

AID BY SCIENCE.

The discovery in Paris of a wholesale manufacture of fake pictures makes it more than ever evident that the assistance of the scientist in deciding the authenticity of a picture is now almost essential.

The most competent expert can be deceived, as has been proved time and again, but the scientist, with the X-rays, microscopic lens and chemical analysis of pigments is now in a position to come to conclusions which, as a rule, are unassailable.

The two Rembrandt portraits lent to the Dutch Exhibition by the Duke of Westminster, the authenticity of which was challenged by a well-known critic, were definitely proved, by scientific tests, to be excellent examples of Rembrandt's earlier work.

It is, moreover, unnecessary for the scientist to supplant entirely the recognised expert, with years of experience and a long artistic training, will always have the last word. Rather will the results of scientific investigation be a valuable and often definite means of confirmation.

Chemical Analysis.

Professor A. P. Laurie, Professor of Chemistry to the Royal Academy, has, perhaps, done more than any man to defeat the maker of spurious pictures.

Years of experiment have enabled him to tabulate the pigments used by artists of every period, and from his list it can be conclusively established whether a certain colour was in use at a certain time and when certain colours fell into disuse.

The process only necessitates the taking of a few minute fragments of the pigment of a picture, and by submitting it to chemical analysis the date of a painting can be fairly accurately arrived at.

Microscopic examination of the pigments is another method followed by Professor Laurie. By this means it can be definitely established whether a picture has been retouched.

The discovery of certain colours which were known to be in use by a particular artist is additional evidence of a picture's authenticity, quite apart from the ordinary expert's judgment.

By this means the authenticity of a reputed early 16th century Italian picture was definitely dis-

proved by the discovery upon it of pigment invented only in the 17th century.

Micro-Photography.

Perhaps the most valuable and conclusive of Professor Laurie's labours is his system of micro-photography.

By means of enlarged photographs of sections of a painting remarkably definite conclusions can be arrived at from the technique and brushwork of the artist which are thus shown so clearly.

These pictures can be projected on to a screen by means of a lantern, and every detail of a painting's structure closely compared side by side with similar photos of sections of an accepted work by the same artist.

Micro-photography is especially valuable when examining pictures attributed to such artists as Teniers and Watteau, whose touches are so fine as to be beyond the limits of unaided sight.

All this undoubtedly marks a great step towards the defeating of the machinations of the picture forger.

Face Painted Over.

It defeats the efforts of the maquilleur, whose speciality is the painting over of an ugly or unprepossessing face in a portrait, and replacing it by one of a more pleasing character.

The trucqueur, the maker of composite pictures, must also look to his laurels. His method should a Titan be required, is to carefully copy a head from one well known work, an arm from another, and so on, and thus build up a picture to which he gives an appropriate title.

Finally, before offering it for sale, he robs it of its "newness" with the aid of soot, varnish, tobacco-ash and lamp-black.

Such works, by their sheer cleverness, have at times deceived the ordinary expert, but the most cursory examination would disclose the fraud to the scientist.

Aid of Rontgen Rays.

The X-ray and ultra-violet ray, too, have proved of inestimable value in proving or disproving the authenticity of pictures. By the help of the Rontgen ray it can at once be discovered whether the pigments of a picture are old or modern.

Much, however, has yet to be done before the collector is immune from the wiles of the picture forger.

The scientist is not infallible, and his conclusions have at times been definitely upset by the man with a technical knowledge of art.

The ideal expert of the future will be a man who combines the necessary scientific knowledge with a familiarity with the technique of the art of painting.



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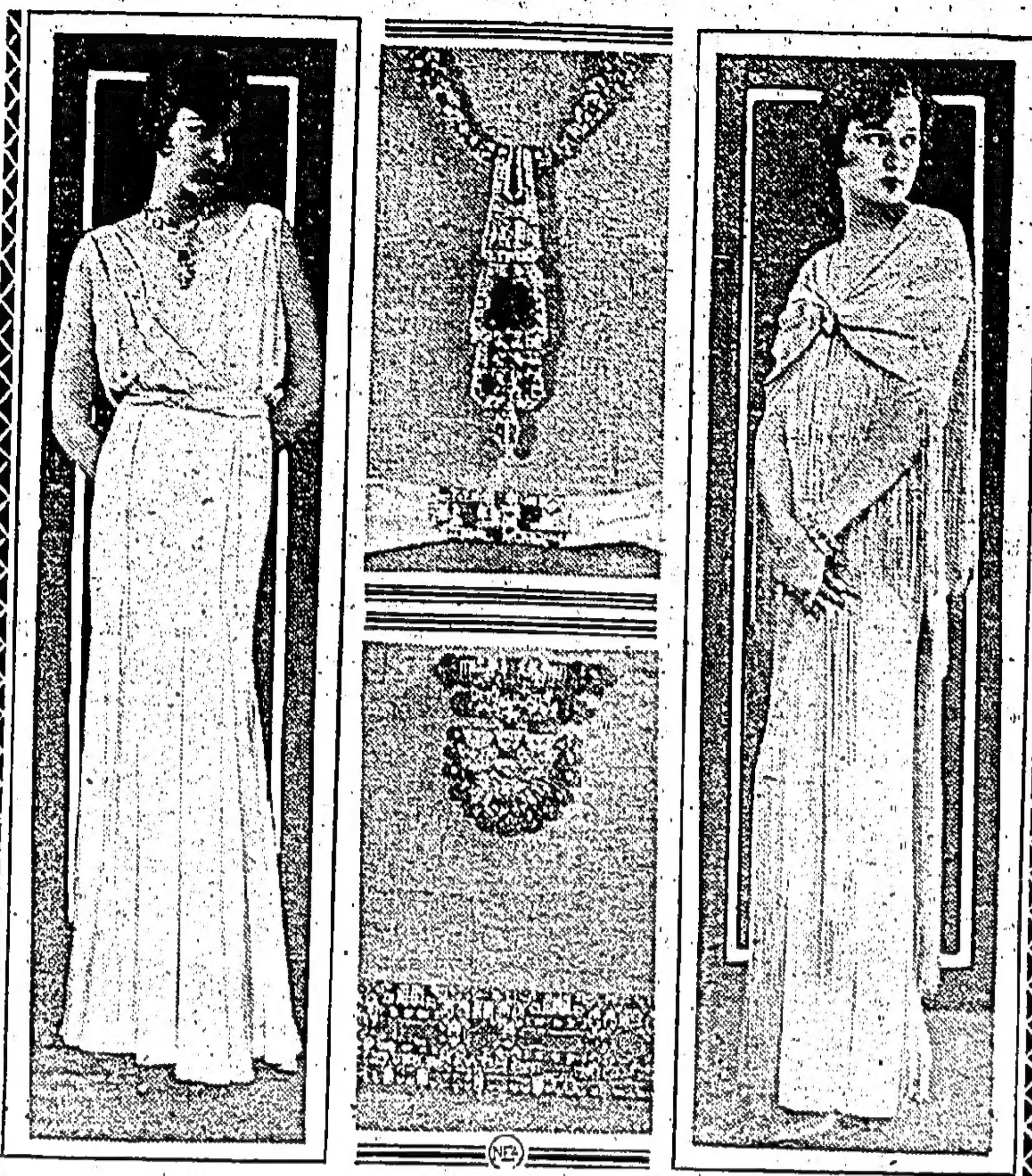
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WOMAN'S WORLD

FOR OUR LADY READERS.



Jewels give the perfect touch to the latest evening gowns. Left: On this sculptural white gown, a "double-clip" buckle of diamonds accents the sumptuousness by adding the latest jewellery creation, the "cravat necklace." This one (upper centre) has a large emerald for the centre of the cravat, combined with emerald-cut diamonds. Below it is a new rose opaline, attains perfection by use of a jewelled clasp that holds the wrap in place. In this handsome piece of jewellery (lower centre), rubies are combined with emeralds most effectively, and the whole set off by choice diamonds. The bracelet, as supple as the dress itself, which uses the same jewels, stand out against the colour of the gown.

Your Children.

[By Olive Roberts Barton.]

To talk to a mother nowadays about nice manners in children is like carrying coals to Pittsburgh. Nearly every mother now realizes that courtesy and politeness are essential in children.

Civilization has reached the stage where the people who count won't tolerate rudeness and innate gentleness can't be learned in later years. Like all the virtues it must be taught young, very young. Otherwise it is likely to be a loss, a cancer, instantly discernible by the discriminating.

Everybody likes a child who is mannerly. No one can stand a selfish, impudent, or rude one. But the important thing is that the child's success in every walk of life later on is going to depend largely on the early training he is given in this respect in his young years. This is paramount. It is then, the reason why I urge every mother who is jealous for her child's future to do everything in her power now to develop in him that essential thoughtfulness and courtesy to others that marks the gentleman—and needless to say, the lady.

"Tolerance" Is Manners.

Now there is one underlying principle of good manners that is seldom mentioned in books on the amenities but which I believe to be priceless. It is called by other name than good manners, but it

may surprise some to hear me call it "tolerance."

Intolerance is responsible for more rudeness, unkindness and cruelty among children than almost any other of the imperfect complexes. Prejudice, too, often begins at home.

You, dear mother, may heartily dislike your neighbour and consequently your neighbour's children.

It is no secret from your family, of course, for dislike spreads like small-pox and it is a well-known fact that the greatest group-binder on earth is this very thing. We're never so patriotic, for instance, as when we are hating another country.

It is the same with the home. Your hates are the children's hates, your disapprovals theirs; your jealousies, prejudices, quarrels find instant sponsors in the children.

Is it fair? In common patois, I ask you.

Leave Their Minds Open.

Absolutely not. Give the children their chance to be open-minded and tolerant. Don't clutter up their souls with the flotsam of your own. Leave them clean.

If you find your little boy or girl on friendly terms with your enemy next door, go into conference with yourself. Try to figure it out this way. "I can't stand that family, but which is more important to me?

To satisfy my personal spite or dislike, or have my son grow up with a few disillusionments about people as possible. Shall I shake his faith in humanity?"

All this, of course, with the reservation a mother is entitled to

Glass Necklaces.

CONTRASTS IN JEWELLERY.

Heavy glass necklaces of massive design are being worn a great deal, so also are massed brilliants in sets consisting of ornate necklace, wide bracelet, great, long ear-rings, and big ring like a knuckle-duster.

And then, at the opposite extreme, metal jewellery of the simplest pattern, is gaining considerable favour with those who advocate simplicity with elegance.

These metal necklaces and armlets are severely plain. They are barbaric in conception, but very modern in design. Some necklaces are made of flat, oblong-shaped slips of metal of varying lengths suspended close together from a fine chain. Others have circular pieces, with spots of coloured enamel. There is no moulding or chasing, only a smooth surface.

Armlets of similar trend are composed of closely set slate of metal—silver or gold of varying colours, arranged in a very uneven line.

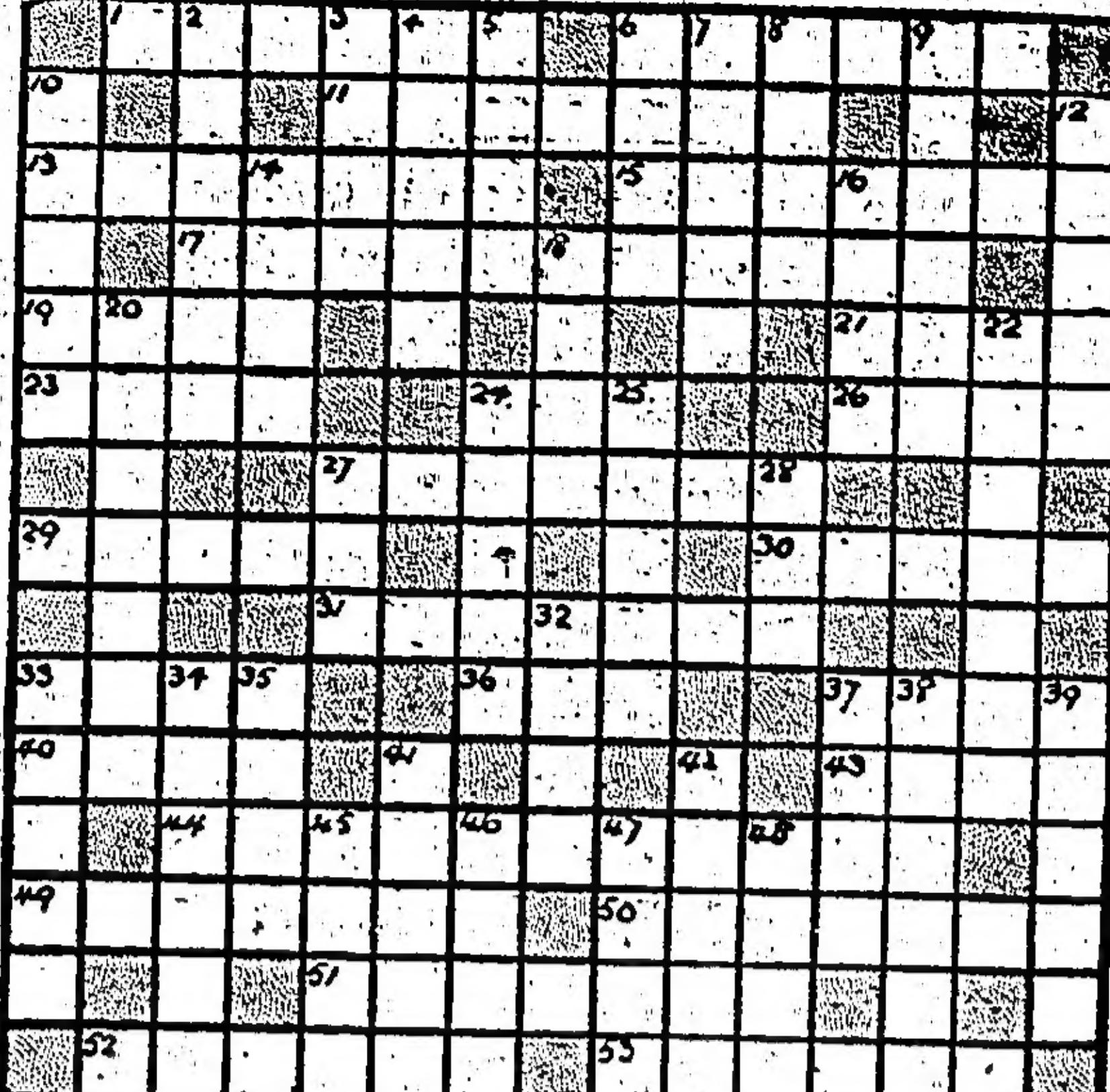
as to the real fitness of these contraptions.

Tolerance of race, of colour, of nationality or religion. Never let these things interfere with your child's formative experiences. In every little lesson at your command teach him the doctrine of "Live and let live with kindness and courtesy to all."

Liberal Pinky



OUR BRITISH CROSSWORDS.



Across.

- 1 Erase.
- 2 Close.
- 3 Young frog.
- 4 Violent contractions of muscles.
- 5 Warlike.
- 6 English nut.
- 7 Quarried material.
- 8 Fixed.
- 9 Article.
- 10 Append a signature.
- 11 Ravine.
- 12 Ranch a destination.
- 13 Swift-footed animal.
- 14 Make full.
- 15 Scars.
- 16 Having rims.
- 17 Rad.
- 18 Fun.
- 19 Bee-hive (Scotland).
- 20 Poems.
- 21 Boot covering.
- 22 Malt.

Yesterday's Solution.

R	E	P	A	P	O	L	O	C	I	S	T	R
R	E	P	E	N	D	U	S	T	A	R	T	A
A	B	L	O	N	D	E	I	M	E	L	S	
C	R	A	F	T	W	O	R	E	S	T	E	
R	E	N	A	R	E	D	E	L	E	N	G	

Down.

- 1 Annual.
- 2 So be it.
- 3 Facton.
- 4 Sea eagle.
- 5 Sort.
- 6 Flourishing.
- 7 Plant of the lily order.
- 8 Monitor.
- 9 Sour.
- 10 Rob.
- 11 Advance.

BROADCAST TO SAVE WOMAN'S LIFE.

BODY HANGING OUT OF WINDOW.

A strange discovery was made when the night train from St. Pancras reached Bedford Station.

A man's body was seen hanging out of a first-class carriage window, and a nurse on the platform, who examined the body, said the man could not have been dead more than 10 minutes.

As the man's head had been battered it was thought he had struck the wall of Ampthill Tunnel while leaning out of the window. The police-surgeon, however, found the man had been shot.

The doctor thought the wound in the temple had been self-inflicted, but search in the carriage and along the line failed to reveal trace of any revolver.

The body was later identified as that of Mr. Humphrey Novel Hopper, an official of the Central Sugar Co., of Shakespeare-road, Bedford. He was about 38 years old, and leaves a widow and an infant daughter.

The train stops at several stations on its run to Bedford, and a large number of football excursionists were travelling on the train.

Mr. Hopper, it is understood, served as an officer in the Army and had lived some years in India.

His business frequently took him to London and to various parts

WRONG MEDICINE FROM A DOCTOR.

An effort was made by the British Broadcasting Corporation one night to prevent a woman being poisoned.

A startling message was urgently broadcast shortly after 10 o'clock.

It said: "I have here an urgent message for Miss Lehane, who is known to be employed in the Victoria district of London and who is requested not to take the granulated powder given to her by her medical attendant in South Kensington, since an error has been made in its composition."

This is probably the first message of such a nature ever broadcast.

It is understood the doctor called at a Chelsea police station earlier in the evening and explained his dilemma.

He appeared very worried about the possible consequences of the powder being taken, and suggested a broadcast S.O.S.

The police advised him to get into touch with the B.B.C. "The doctor was so upset about it that we decided to broadcast," said a B.B.C. official.

It was learned at midnight that Miss Lehane had been found, and that she had not taken the medicine.

of the country. As a rule he travelled by car.

FRECKLES AND HIS FRIENDS



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AND
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OBITUARY.

Mr. Young Pil Chi, at his residence at No. 125, Kennedy Road, died on Friday, 13th June, 1930 at 6.30 p.m.

The remains will be removed to Canton for burial and friends may pay their last respects at the Hongkong Canton and Macao Steamship Company's Wharf, Connaught Road on Sunday the 15th instant between 3 and 4 p.m.

The Hongkong Telegraph.

SATURDAY, JUNE 14, 1930.

LOCAL TAXATION.

Quite apart from any commitments under the Salaries Commission's proposals, it is evident that the Hongkong Government has to find fresh revenue as a consequence of the fall in the sterling rate of the dollar. This fact will be readily seen when it is borne in mind that all Government servants recruited from Home are paid on a sterling basis and that it is in sterling also that the Government has to pay for materials supplied through the Crown Agents. These two sources alone represent a very large part of the expenditure of the Colony, which, of course, gets its revenues in local currency. When the Budget was introduced last year, there were no indications of such a startling drop in the dollar, and, naturally, all calculations have been upset as a consequence.

As yet, the Government has not indicated its intentions regarding the measures to be taken to find fresh sources of income, except insofar as the increased duties on tobacco are concerned. These may yield anything between seven lakhs and a million dollars, but they will obviously be insufficient if the Salaries Commission's recommendations are to be enforced. Moreover, we have to legislate not only for the second half of the current year, but also for the coming twelve months as well. In regard to the latter, the task of drawing up the new Budget will not be at all easy, since so much will depend on the trend of exchange and on whether or not any reform of the currency of the Colony is likely to be put into effect. Taking conditions as they are, we agree with the Government when it says that luxury taxation is the least objectionable form of taxation, and to that extent we can reconcile ourselves to the increases in the tobacco duties.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	June 12	June 13
Shiuhing	15.6	14.4
Tsingyuen	7.6	7.7
Shamshui	9.4	8.2
Shekung	3.6	3.8
The highest levels on record are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Shamshui, 27.8 feet; Shekung, 15.6 feet.		
The lowest level on record at Shamshui is minus 5 feet and at Shekung minus 2.7 feet.		

HOURS OF WORK.

DECISION BY COMMITTEE AT GENEVA.

Geneva, June 13.
The Committee on hours of work for salaried employees decided by 59 votes to 49 in favour of a Convention instead of a recommendation to the Government's interest. Eight Governments, including South Africa, the Irish Free State, China and Japan have voted against the idea of a Convention while twenty-five Governments have voted in favour of it.—Reuters.

DAY BY DAY.

WHEN SELF IS ENTHRONED, PASSION IS MADE PRIME MINISTER AND PRINCIPLE BECOMES COURT FOOL—
S. J. Duncan-Clark.

The S. S. Empress of Asia is due here from Shanghai at 1 p.m. on Monday.

The P. & O. as Mirzapore, from Singapore, is due here at 6 a.m. on the 19th instant.

It is notified that the ferry service between Hongkong and Aberdeen has been discontinued.

The name of the Hongkong and Japan Estate Company Limited, has been struck off the Register.

His Excellency the Governor has appointed Mr. A.O. Brown to act as Inspector of English Schools.

The King's Exequatur empowering Mr. M. Santiago Llosa A. to as Consul-General for Peru in Hongkong has received his Majesty's signature.

To the list of medical practitioners there has been added the name of Dr. Cheah Khay Chuan, of 21 Babington Path, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

His Excellency the Governor has received information from the Secretary of State for the Colonies that Senor Don Patricio Smart Fabres has been appointed as Consul for Chile in Hongkong.

His Excellency the Governor has received information from the Secretary of State for the Colonies that Mr. G. B. Lane has been appointed a Vice-Consul for the United States of America in Hongkong.

A new schedule, to take effect immediately, has been substituted for the schedule contained in the Licence to the Hongkong and New Territories Ferry Company, Limited. All previous schedules are cancelled.

It is notified that at the expiration of three months the International Trading Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Observatory returns show that during the month of May the average mean temperature was 79.2, the highest being 88.9 and the lowest 73.1. There were 204.4 hours of sunshine and 6.18 inches of rain, whilst the average humidity was 82.

Regulation 13 of the regulations for securing the safety of the public, contained in the Schedule to the Electricity Supply Ordinance, 1911, has been rescinded and a new regulation substituted therefor. This is contained in the current issue of the Gazette.

The following changes have been made in the constitution of the Trustees of the Church of England in Hongkong:—Mr. G. S. Archibald in place of Mr. W. L. Patten (St. John's Cathedral) and Mr. J. W. Baldwin in place of Mr. J. H. Hunt (St. Andrew's Church).

The concert which was to have been given to-day by Miss Maria Gomes, assisted by a group of noted amateurs from Macao, under the patronage of Mrs. W. T. Southorn and Mrs. C. A. da Rosa, has been postponed. The date of the concert will be announced later.

EXCHANGE RATES.

	London, June 13.
Paris	123.82
Brussels	34.825
Amsterdam	12.0834
Berlin	20.365
Copenhagen	18.155
Vienna	34.455
Helsingfors	193
Lisbon	108.25
Bucharest	318
Buenos Aires	42.1/16
Shanghai	1.0/8%
Yokohama	4.85 29/32
New York	25.07
Geneva	92.70
Milan	18.095
Stockholm	18.155
Oalo	1.0324
Prague	40.370
Madrid	375
Athens	5.17/32
Rio	1.634
Bombay	1.83/8
Hongkong	16.8/16
Silver (spot)	16.8/16
Silver (forward)	16
	British Wireless.

IN PHNOM PENH.

The Fair Capital of Cambodia.

If you tarry at Phnom Penh, the fair capital of the ancient kingdom of Cambodia, you will make the last long lap of your pilgrimage to the stupendous ruins at Angkor, you will be preparing yourself for some measure for the wonders there. For Cambodia was the land of the Khmers, that great race which developed a culture capable of producing such as the temple of Angkor Wat (one of the best known monuments of hundreds in northern Cambodia). And the present-day Cambodians are, as they insist, descendants of those whose kingdom included what is now Siam, much of Indo-China, even a part of the Federated Malay States. Something of the romance and mystery of Angkor itself hovers over the Cambodian capital, especially where, in the royal palaces, much of the amazing art of the Khmers is preserved.

It is a long way to Angkor from Phnom Penh, the fair capital of Cambodia, such a place. Here the West, such as it has penetrated, is Orientalized, rather than the contrary. Here the East is still the East, and the Occident but exists as it were, or tolerance. Cambodia's king is still the king, even though his land is, politically, French Protectorate. He reigns in all his pristine splendor, and the glory of his palaces is still the glory of old. Indeed, I reflected, as I wandered about them and basked in the truly exotic atmosphere of this little-known city, that the splendid Angkor in the long-ago days of its own glory might well have been something like Phnom Penh today.

It is an idea that clings as one penetrates deeper into the life of the Cambodian capital. Along the great Tibetan-born River Kekong, which connects Phnom Penh with the sea, the junks and the sampans, and all the floating life of the East, throned quite as they must have done a thousand years ago, the people, the same inextricable commingling of all Asia, the habits the same, the food the same, the means of subsistence the same. A little back from the river, and the "phnom," or hill, from which the city takes its name, is crowned by the same gold-adorned Buddhist shrine as centuries ago.

It is true that Europe has introduced a band stand in the lovely park which surrounds the hilltop, and that the King's own band, conducted by a Frenchman, plays there when the heat of the day has abated; but still that heightens the contrast, accentuates the all-pervading atmosphere of the unchanged East. And a mile or so beyond, the dreamlike spires of the royal palaces themselves rise above the high, salmon-coloured surrounding walls.

Within the vast inclosure the Arabian Nights atmosphere is complete and satisfying. The great Throne Hall is bewildering with its gold and enamel and lacquer, and its colouring many-hued as the tropical rainbow itself. The temples blaze in the low-latitude sun, their golden adornment glowing and flaming in dazzling reflection. The Hall of the Sacred Cambodian Sword, which is half unsheathed for the delectation of the tourist, but completely unsheathed only on state occasions, semimanually, holds rich store of jewels beyond even the wealth of a prince of Rajputana. And the crowning wonder of all, unique anywhere in the world, the Silver Pagoda, reveals to you its floor of solid silver plates, more than 2,000 square feet of them, and you tread charily upon metal far purer than the piasters in your pockets.

(Continued on Page 8.)

WHO WAS?

Captain Macheath.

How happy could I be with either! Were 't other dear charmer away.

Of the millions of people who are familiar with these famous lines, how many know that they were first uttered by Captain Macheath, the bold, bad man of the "Beggar's Opera"?

Macheath was a handsome rogue who lived chiefly by plunder. He was the terror of his fellow-men, but the delight of the ladies, who always fell under the spell of his good looks and swaggering, romantic air.

He loved Polly Peachum, his wife, with utter sincerity, but he still had an eye for other beauties, whose charms cost Polly a good deal of heart-burning.

At the instance of his father-in-law, he was sent to prison. He escaped. He was recaptured. He was condemned to death. He was reprieved.

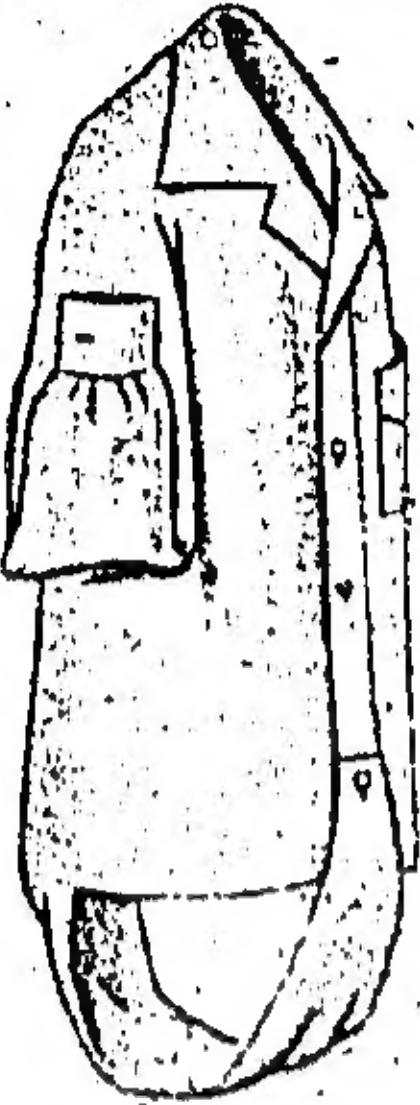
And at the end of Gay's charming opera we find him none the worse for these vicissitudes, promising Polly that in future he would remain faithful for ever and a day.

When I first came to the Far East, a number of years ago, I had

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This shirt is specially designed for sportsmen. It banishes all shirt discomfort, as its position cannot change during the most strenuous of games. That "rucking up" experience is impossible. The shirt is easily adjusted to the individual needs of the wearer by a simple device which keeps it comfortably in place.

Stocked in White Poplin and Cream Cotton Taffeta, \$7.50, \$9.50 each—less 10% discount for Cash.

Mackintosh's

FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.



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MEN'S TENNIS SHOES. THE "STAMINA"

This shoe is specially made for Tennis and general sports use where hard service is required.

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Special Price \$8.50 pair

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HONGKONG.

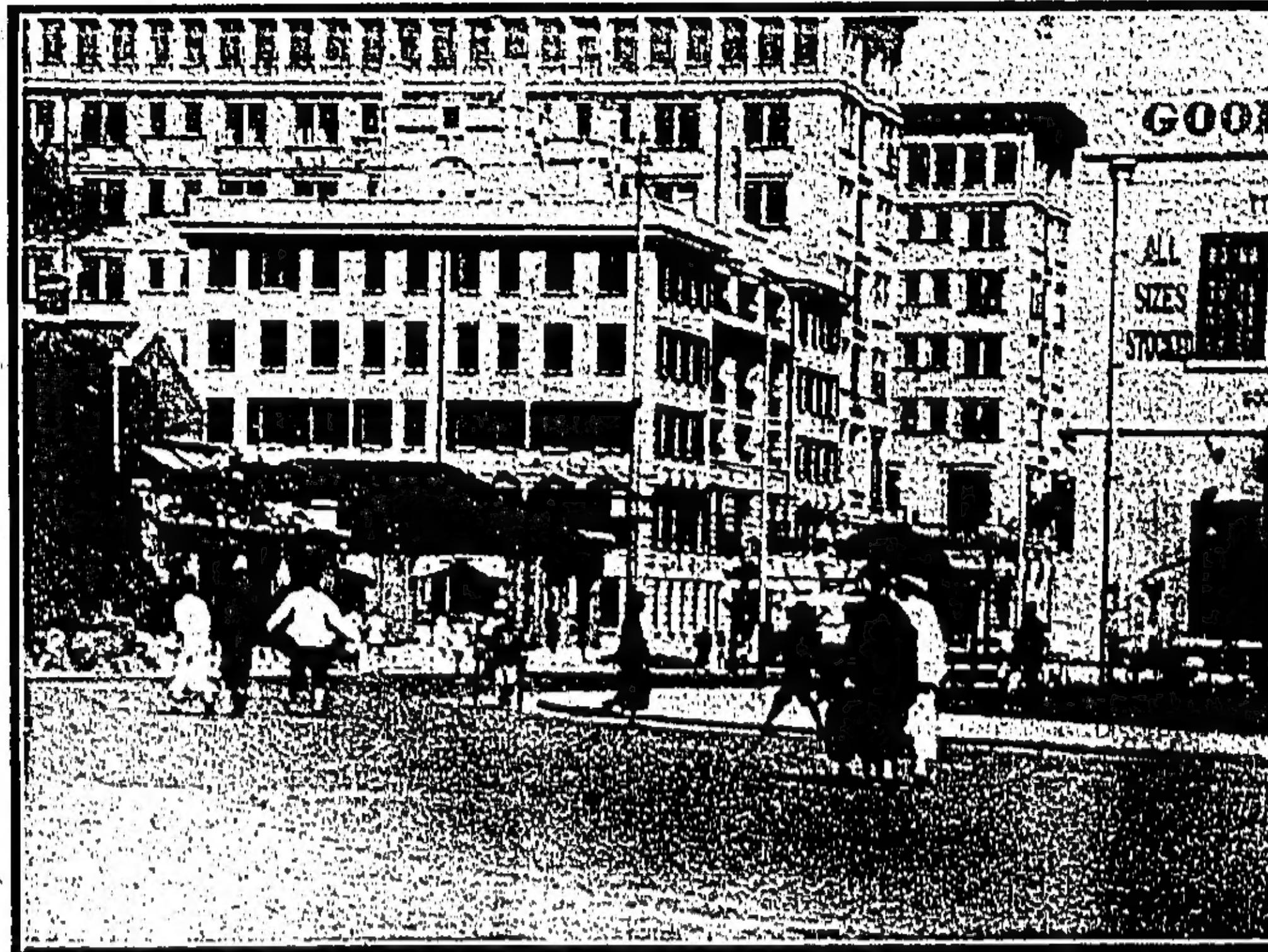
Hongkong Telegraph.

Pictorial Supplement

June 14th, 1930.

FOR ADVERTISING RATES
IN THIS SUPPLEMENT.

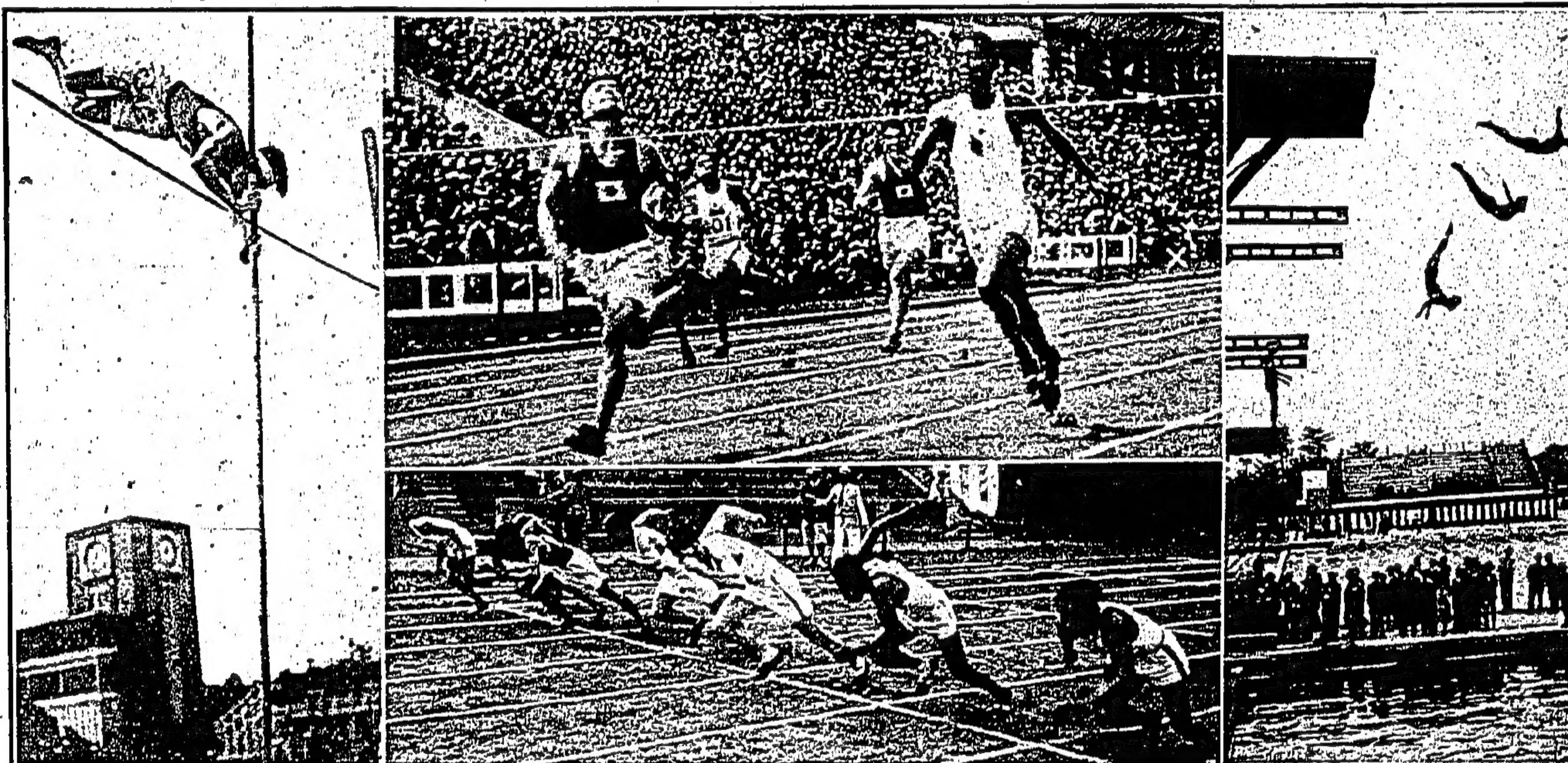
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"Kowloon's magnificent Fire Station and General Post Office" is the title which a reader gives to this photograph which he sends in. The buildings will be seen in the left foreground, with the Y.M.C.A. and Peninsula Hotel in the background.



The funeral cortège of Dr. Antonio Patrício, Portuguese Minister to China, leaving Santa Sancha, the residence of the Governor of Macao.



Japanese athletes scored a sweeping victory in the Far Eastern Games at Tokyo. Left photo shows Kasiwara of Japan, going over the Pole Vault which he won. Nishida, crack Nipponese runner, (left) is shown beating Borzaga of the Philippines, in the 100 metre dash, in the top centre picture. Bottom centre shows the start. Right, three of the P.I. swimmers in the team fancy-diving event.



Shanghai Beau (Mr. Pioulx up) being led in after winning the Sub. Griffins Summer Handicap, "A" Class, at Saturday's races. (Photo: Mee Cheung).

Mr. Priestley leading in Osiris, winner of the Sub. Griffins Summer Handicap, "B" Class, last Saturday. (Photo: Mee Cheung).

Mrs. T. E. Pearce leading in Nationalist II (Mr. Bulteel up), winner of the "A" Class June Handicap last Saturday. (Photo: Mee Cheung).



This view of the spectacular benzine fire on the Canton River was taken from Jardine's tug, "Indo-China." Good work was done to hold the fire in check by spraying the water with a hose close to the burning spirit. (Photo by courtesy Mr. W. Galloway).



Miss Pamela Scott Harston leading in Abel, ridden by Mr. Heard, winner of the Griffins Summer Handicap, "B" Class. (Photo: Mee Cheung).



Mr. Chan Tin-son leading in the crack pony Zorhan (Mr. Harriman up), which won the Third Aggregate Stakes on Saturday. (Photo: Mee Cheung).

Dressing Up For a Short Vacation



all costumes from Bonwit Teller, New York . . . Fab studio photos

THIS time of year brings college house parties and the first of those charming summer short vacations.

If you are a wise guest, you will pack your luggage with clothes that are of the stuff that dreams are made of!

Summer vacations are veritable mines of possible contacts. You should dress your very prettiest and be your most appealing self. Social contacts may be made that lift you quite above your present station in life.

Business contacts may be made that offer you success in your career.

Best of all, of course, you may have a 50-50 chance of meeting some "Perfect Possible" whom just the right outfit may attract. Why shouldn't you put your best foot forward? Given an invitation to one of these affairs is like having opportunity knock on your door.

I ADVISE careful elimination from your suitcase and bags of all the clothes that you will not need. To have too many clothes often betrays a lack of understanding of just what house parties are. For early summer parties, bathing suits fall logically in this class, for example.

Next, I advise a careful listing of what you do need. If you are going to play tennis, then include a suit and proper accessories. Since many house parties prefer spectator sports, and the college house party is practically always in this category, discard the idea of participant sports attire and go in for the prettiest and smartest of spectator sports things.

A MONG the clothes which you are likely to need should be listed a traveling suit, a formal evening gown, a spectator's sports outfit, a dinner gown which is appropriate to a restaurant or hotel dining room, and boudoir pajamas.

If you choose wisely, you can have your dinner frock double up, by the use of a little jacket or cape, into quite the suitable frock for Sunday noon.

I have lined up what I consider an ideal short vacation wardrobe for you. Of course you will need lingerie and a lot of accessories that you can add. But the main costumes are accounted for. They can, of course, serve many other purposes later on at home. For the frock this year that cannot lead a dual life by the addition of a touch or two just isn't quite the ideal frock, you will find.

I. FOR the formal ball, you must look your loveliest. Sometimes you may make a mistake on the other things, but you can retrieve everything by a ravishing party gown.

It must flatter you. It must carry a note of romance. Nothing could do all this more adequately than a Chanel gown in a new chiffon organdie, in the most feminine of pinks, made up with intricately applied petals of deeper rose. It is worn over a lace slip, so the lace shows through, daintily. It is very, very long, very summery, youthful, and delicately feminine. Over it, you should have a gleaming evening

The first days of June bring week-end parties at which the girl who does big damage must be alertly clothes conscious

by Julia

jacket, and I suggest one in the deeper rose shade, banded with fox.

II. FOLKS will enjoy watching you quite as much as you will enjoy watching the boat races, tennis, or whatever is on your program if you wear a beige wool crepe frock with cap sleeves, round godets of pleats and a white pique collar with a white pique flower. Of course you need white gloves, and a Reboux hat in beige yedda grosgrain ribbon are appropriate.

straw and dark brown

III. FOR the sake of the other girls you may share your suite with, if you do not room alone, you should pack some of the prettiest of the new boudoir pajamas. You can have your pick of any pastel color, but the latest sleeping pajamas are in green-blues. This pair is hand-embroidered in quaint little flowers, and its little bed jacket is removable. The mules have four tones in them, running from pale blue through blue-green to a rich green. They are gold-edged, too.

IV. FOR travel, how about one of the latest lace tweed suits? Have you one yet? If not, here is the newest thing in this type of worsted, an imported gray lace tweed that is semi-sheer, light, non-crushable and very chic. It has a finger-tip coat, single button, with rolling lapels and semi-fitted lines. The skirt flares well below the hips, and of course has good length. With this a white silk pique blouse has a feminine collar with tie in front, and a white gardenia on the lapel is of the same silk. A silver fox fur, black gloves and purse, and black patent leather and lizard pumps add their bit. The flared-back hat is a little Reboux, of shiny Milan.

V. FOR dinner, be prepared for eating at a restaurant or country club, and take a frock that has its own little coat and, don't forget it, its own hat, too!

Do you look well in black? Patou, couturier of couturiers, says all women wear black superbly. He adds that some need a touch of color with it, however.

Assuming that you wear it perfectly, as I am sure you do, I have selected for you a black crepe romana frock, with high, fitted waistline, a modest front decolletage and a deep rear one, and a most unusual type of decoration in the form of a spear point of brilliants. To emphasize your youth, it has a short-sleeved little bolero, and your black gloves go up towards the cap sleeves. The black crin lace hat has just a little bow of grosgrain finishing its band at the front.

YOU may discard some of these costumes as not exactly what you want for this or that. But here is a resume of the type of clothes you will need. The most important thing you can do is to have the right type of things. Suit yourself as to their individual expression. But you know yourself, if you haven't the right dress for the right time when you meet the right man, you are just going to get left!



THE BIG YACHT RACE.
FOUR AMERICAN DEFENDERS BUILT.



Sir Thomas Lipton, challenger for the America's Cup, is pictured above holding the carved wooden shield and eagle taken from the salon of the schooner America after she won the cup in 1851. Below, left to right, are some of the backers of defending yachts, and members of the America's Cup committee: Commodore Vincent Astor, John S. Lawrence, Vice-Commodore Winthrop W. Aldrich, and General Cornelius Vanderbilt. A map of the new course off Newport, R. I., is shown upper right. The starting point is fixed, but the straight and triangular courses indicated—the first 15 miles to windward or leeward and return; the second a triangle of 10 miles to the side—are laid each day according to direction of the wind.

Yachting is the sport of Vikings, equipment, extra masts and spars, signed all of the American defenders since the Vigilant, in 1893. Harold S. Vanderbilt and Vice-Commodore Winthrop W. Aldrich head the syndicate which is backing the yacht Enterprise, first of the new craft to be launched. Other groups are led by John S. Lawrence and Frank C. Paine, Junius S. Morgan, Jr., and George Nichols, Paul Hammond and George Pynchon. The America's Cup committee this year includes J. P. Morgan, Commodore Vincent Astor, Cornelius and H. S. Vanderbilt.

The prize is the trusteeship of a weird-looking antique pitcher which would bring little more than a chuckle from any pawn-broker. It even has a hole in the bottom, which perhaps is not inappropriate for a dry country. But the old mug, as Sir Thomas Lipton calls it, stands for the highest honour, in the world's most costly sport, and come fair weather or foul he intends to fit it this year. As a matter of fact, experts who have seen the Shamrock V believe she will sail best in light to moderate breezes such as are encountered off Newport in September.

Of Modern Design.

She was launched the other day at Gosport, and played "Dear Little Shamrock" and harbour whistles screamed best wishes. She is the first big British yacht to embody the newer idea, of depending more upon the shape than the area of sails, although she will carry 7500 square feet, which is as much canvas as the two heavier defending candidates will have. Her sailing master, Captain Ernest Heard, and a crew of 22 were signed more than a month ago, and after a series of special races she will leave for New York about the middle of July. She will be ketch-rigged for the crossing and refitted in America. Sir Thomas will not follow until shortly before the cup series.

The big, hearty Glasgow Irishman, who has piled up fortunes all the way from the tea plantations of Ceylon to the packing houses of Chicago, has never married. But bachelorhood, he explains, gives him time for his hobbies—cricket, golf, motoring, orchids, horses, billiards and above all, yachting. He belongs to the New York Yacht Club, and is a member of no less than fourteen yacht clubs of Great Britain.

The actual defender usually is accorded the honour of being laid up until the next race, when she is brought out for the trial heats. The powerful Reliance, for instance, which cost \$410,000, was taken out of the water immediately after her victories and was not broken up until the Resolute came to take her place in 1914.

The Resolute probably will be out of the trials this summer, but there have been important changes in yacht design in the past decade, and it is believed unlikely that she can offer any competition for the new types. Resolute was of extremely light construction, with hull plates only three-sixteenths of an inch in thickness. Leaks were not uncommon for craft of this kind, and the builders only prayed that they would hold together until the matches were sailed.

New Yachts Are Stronger.

The new defending candidates, as well as Shamrock V, are sounder structurally, being built under the new rules to Lloyd's regulations of strength in plating, hulls and ribs. But they still make no pretence of being other than speed machines, and are clear of every ounce of superfluous fittings and gear. A skeleton crew is required to remain aboard the racing ships, but they must be accompanied by tenders to care for the men.

This is one of the reasons why maintenance is far from the least cost of racing for the America's Cup. Tugs and tenders, auxiliary

ARTIST PRINCE.

Claims Succession to Throne.

Paris, April 26. Painting pictures is hard enough, but struggling for the throne of Monaco would probably be worse, in the opinion of Prince Albert von Urach, Count of Wurttemberg, whose followers claim he is the natural successor to Prince Louis II, present ruler of the pretty principality which includes Monte Carlo.

Prince Albert is now living here in a one-room studio in the artists' quarter, trying to make his name sketching and painting portraits and keeping his mind as free as possible of revolutionary ideas about a dynasty.

Once a possible heir to the throne of Wurttemberg, Prince Albert's friends now claim he has



a right to the throne of Monaco through his grandmother, Princess Floresine Grimaldi, of the ruling family of Monaco.

Albert's grandmother was sister of Charles III of Grimaldi, former reigning prince of Monaco. The male line became extinct over a century ago, which permits Albert to claim succession as well as the present sovereign, Louis II.

side—and so on, alternating until the match is decided.

The new course, according to an official of the New York Yacht Club, was selected because of the likelihood of better wind and lesser ocean traffic. Sightseeing craft always have crowded the waters off Sandy Hook, and not a few times have seriously interfered with racing yachts.

Skippers Chosen.

H. S. Vanderbilt, Nichols, Lawrence and Hammond are to be the amateur skippers, respectively, of the yachts Enterprise, Weetamoe, Yankee and Whirlwind, though which one will command the defending yacht is, of course, matter to be decided this summer in the trial races. Capable racing crews are difficult to find these days, but they already have been selected by the professional sailing masters assigned to the yachts.

Captain Gustave Olsen, of the Yankee, made a special trip to his native Oslo recently to hire some foremost hands.

And up among the fishing fleets

they say that "Cap'n Gus Olsen an' a crew o' Naviggians kin beat all hell."

Although the yachts vary in tonnage from 128 1/2 to 175, and in overall length from 120 to 127 feet, they are built to the same general rating, and this year, for the first time, there will be no time allowances, or handicap, which always have proven unsatisfactory at best.

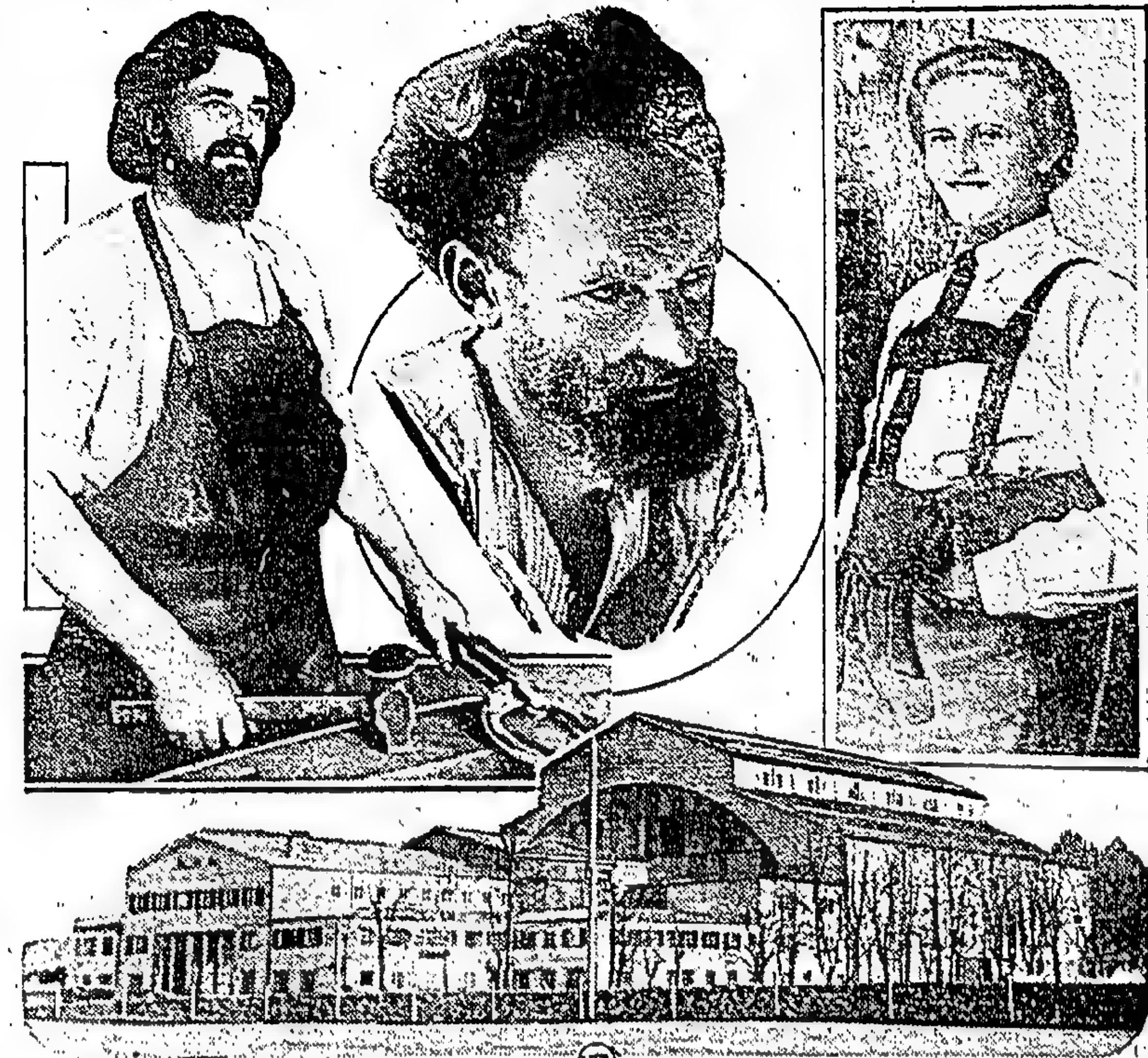
All previous cup races have been sailed in the vicinity of Sandy Hook, in New York harbour, but the course this year will be laid off Newport, between Martha's Vineyard and Block Island. The match is to be decided by the best four out of seven races, the first to be fifteen nautical miles to windward, or leeward, and return, the second on a triangle with approximately ten nautical miles to a

Plenty of spectators are expected at the Newport races, however.

The largest fleet of speed craft and motor cruisers ever assembled will bear striking evidence of how popular boating has become for the average citizen. There will be scores of luxurious private yachts, and one of them, it is rumoured, may carry the Prince of Wales.

Excursion steamers will carry thousands of spectators to the course. Radio, sound film and newspaper boats will dart about, while squadrons of seaplanes and government cutters patrol the scene—a tribute for modernism to the old-time glory of American galleys.

STARS IN FAMOUS PASSION PLAY.



These pictures show stars and the scene of the 1930 Oberammergau Passion Play, the famous religious spectacle presented in the small village of Bavaria, Germany. Left to right, above, are: Hugo Rutz, who plays the part of Caiphas, at work in his blacksmith shop; Joseph Mayer, who takes the role of Rabbi Archelaus, and Hans Lang, Jr., the Johannes of this year's production. Below is a view of the new stage and auditorium at Oberammergau.

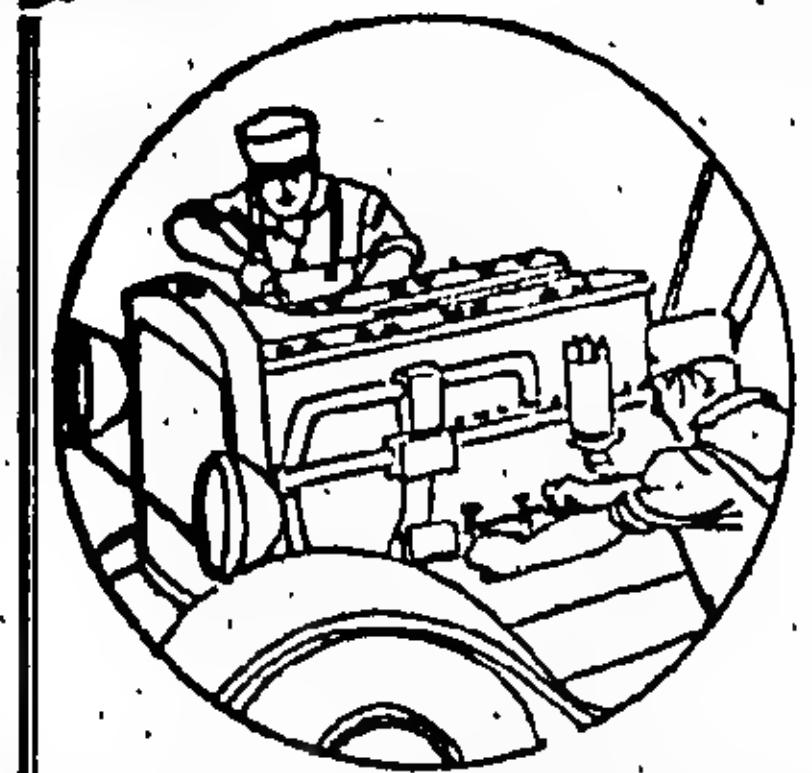
A POPULAR CINEMA STAR.



A charming study of Dorothy Mackaill, noted First National cinema star.



Although the weather for Easter in England was very disappointing for holiday-makers, there were occasional glimpses of sunshine between the showers. During a fine spell this view was obtained looking southwards across the weald of Kent from Westerham Hill. (Times, copyright).



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Hongkong Telegraph.

Pictorial Supplement

June 14th, 1930.

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DYNAMIC NEW ERSKINE
In justice to yourself
You ought to try it out
It's worth while
THE HONGKONG HOTEL
GARAGE.

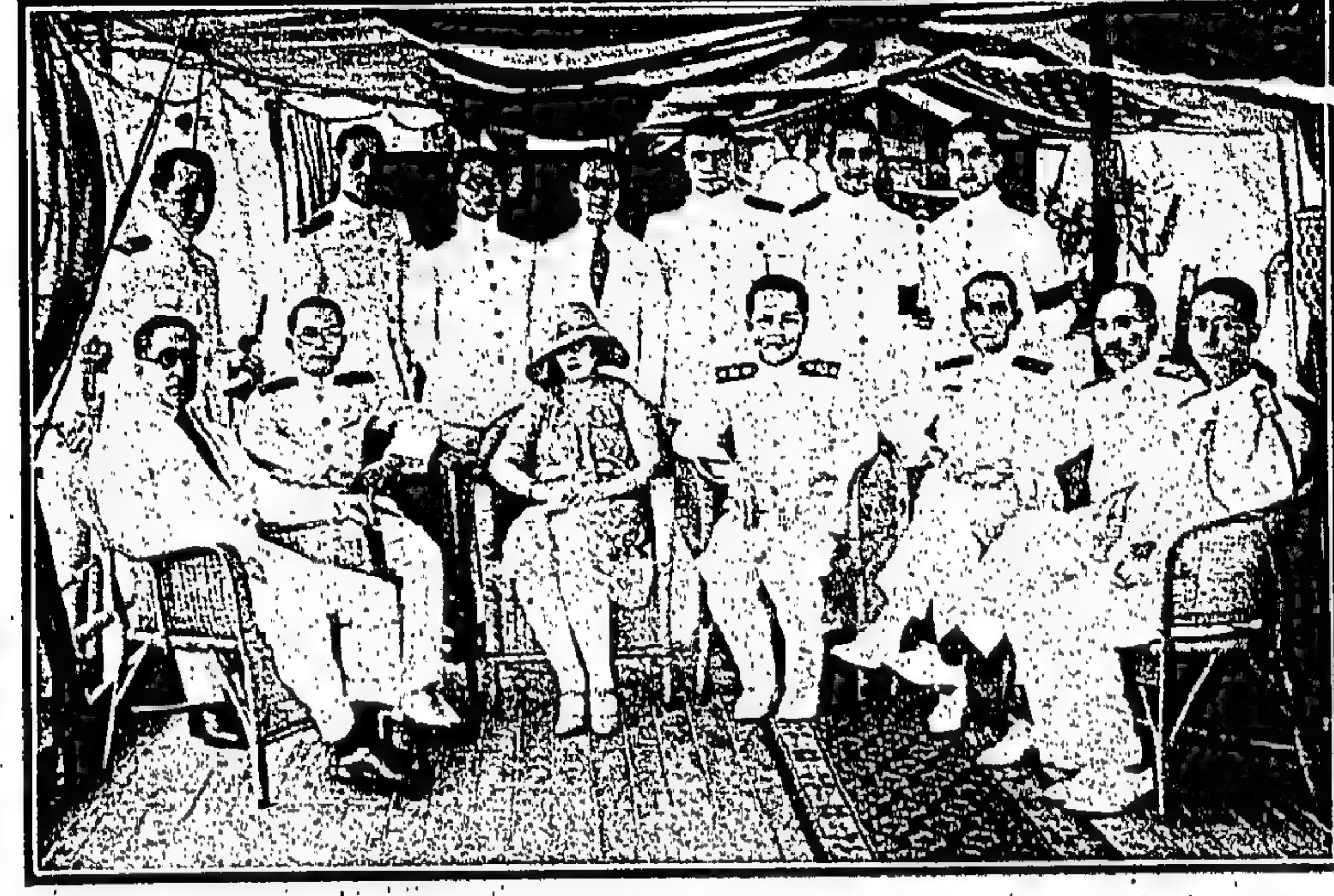
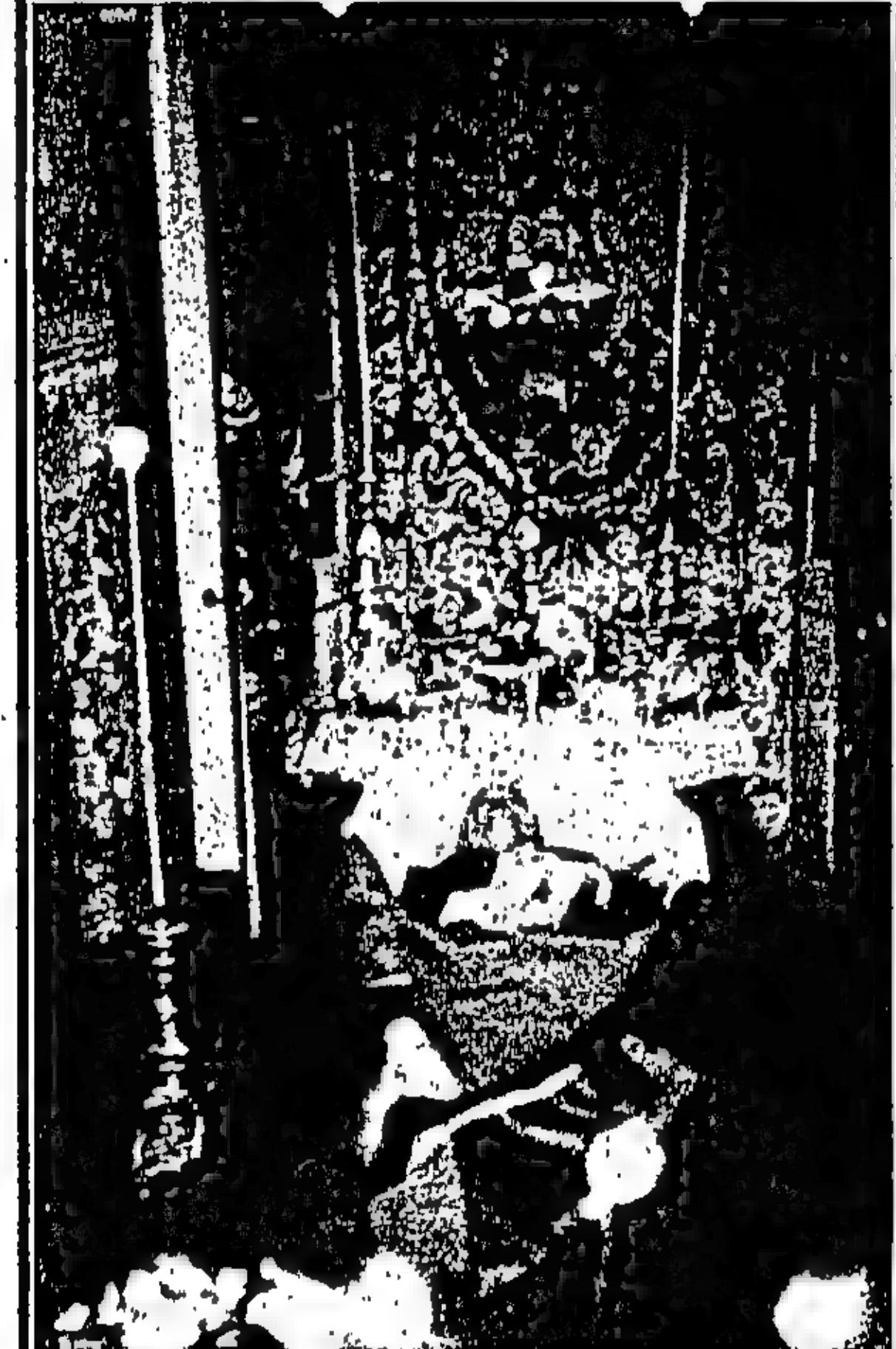


Photo taken at the reception given by the French community in Canton to the French airmen who recently made a flight from Hanoi to Canton and back. In addition to representatives of the Chinese naval, military and air forces, the captain and officers of the French gunboat Vigilante, as well as prominent members of the French community were present.

Group taken aboard the Portuguese gunboat Patria during her recent visit to Canton. Amongst those present were Admiral Chan Chak and officers of his staff, as well as Senhor Joaquim de Barros Ferreira da Silva, Portuguese Consul-General, and his wife.

A happy snapshot of Prince Michael of Rumania, who has been proclaimed Heir to the Throne.



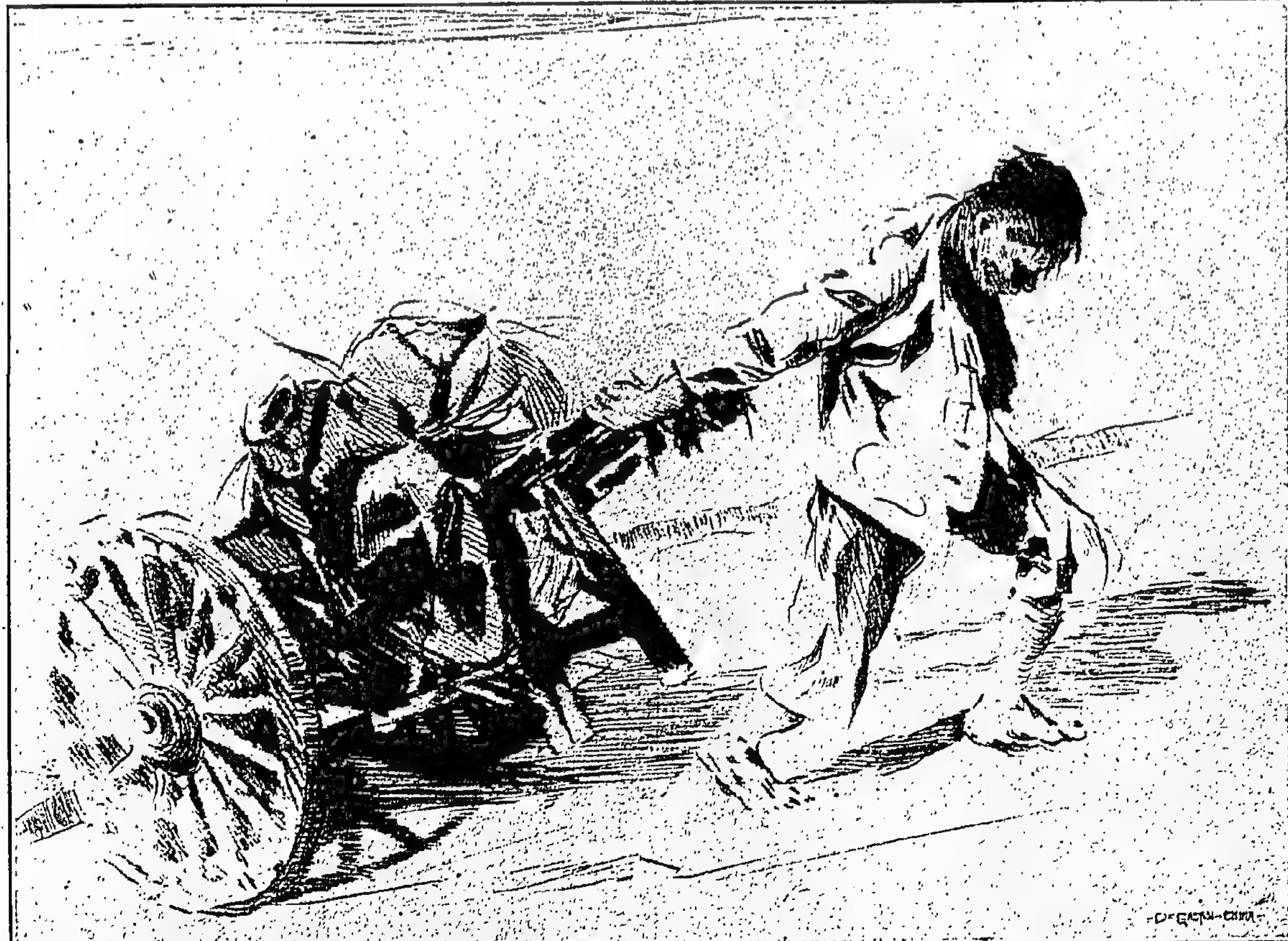
A recent study of the Crown Prince and Princess of Norway, to whom a daughter has just been born.

The remains of the late Dr. Antonio Patrício, Portuguese Minister to China, lying in state at Santa Sancha, the residence of the Governor of Macao, where he died.



The funeral in Macao of the late Dr. Antonio Patrício, Portuguese Minister to China. In the bottom picture, H.E. the Governor of Macao is seen in dark suit. (Photos: Po Man Lau).

Above pictures show the Portuguese oarsmen who rowed from Hongkong to Macao last Sunday. Top, left to right, R. Silva Netto, H. R. Pinna, J. M. das Neves, L. Roza Pereira and C. Roza Pereira; bottom, the arrival in Macao. (Photos: Po Man Lau).



Two excellent pictures of the benzine fire on the Canton River last Saturday. Top, the fire approaching the M.B.K. coalyard on the right, with the Berlin Mission property, which just escaped, on the left; bottom, blazing rafts quite close to the shore. (Photos by courtesy of Mr. W. Galloway).

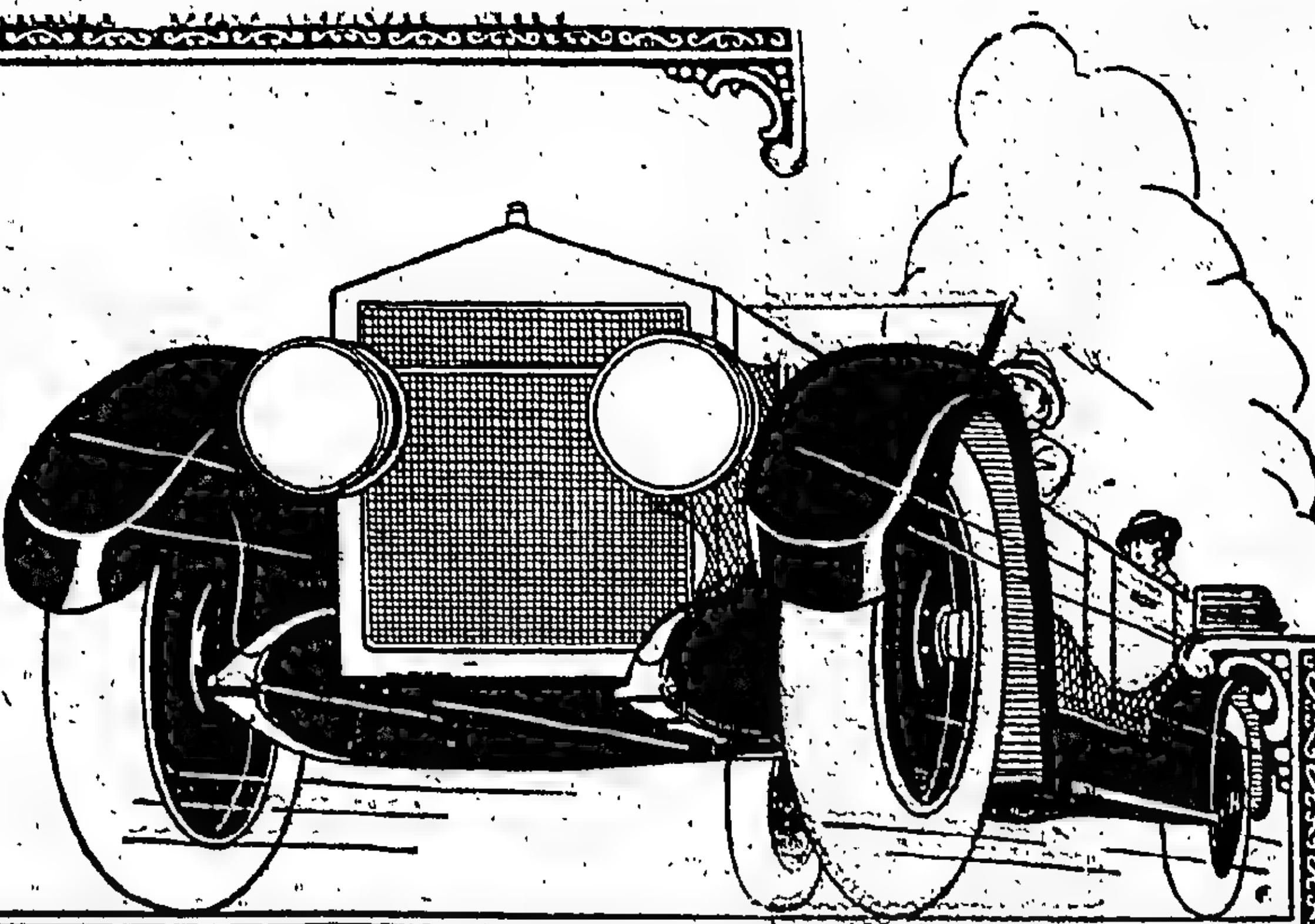
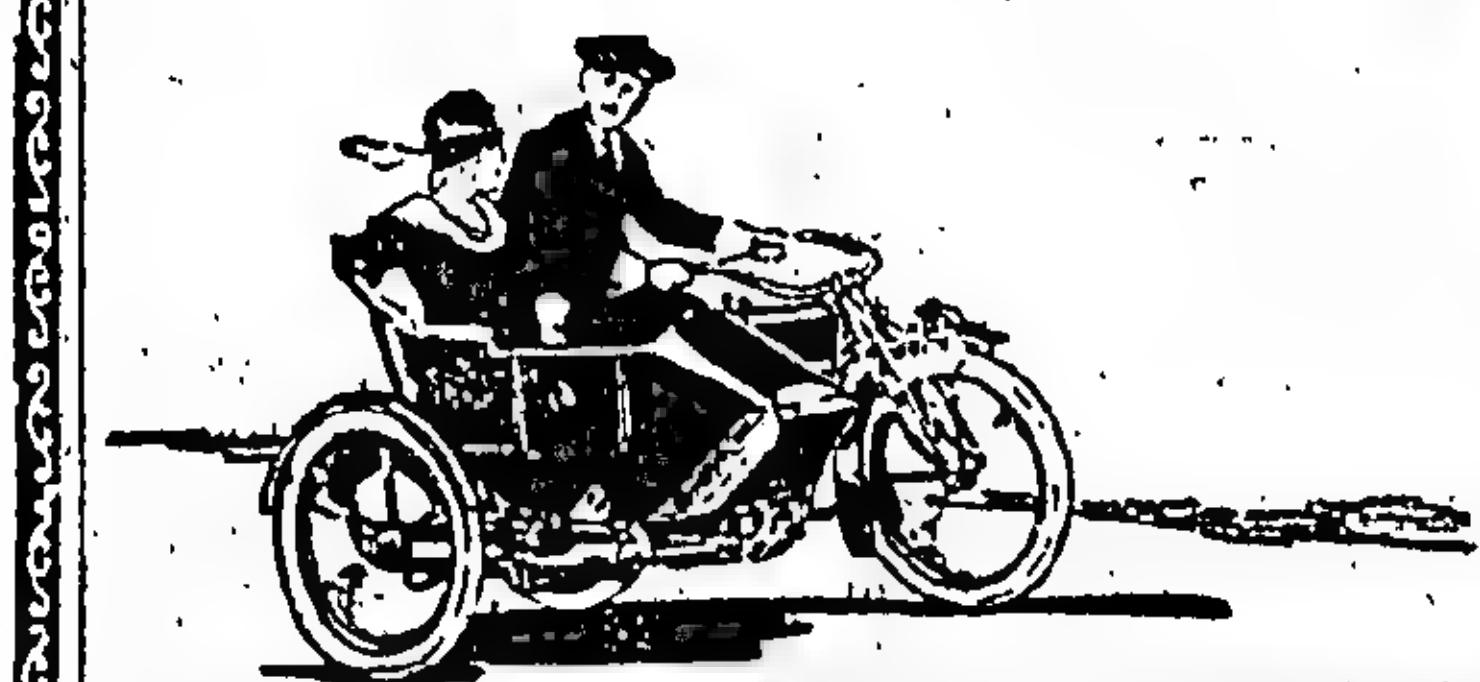
This dry point etching is typical of the work of Paul de Gaston, an American artist who has just arrived in Shanghai and who is engaged on a series of Chinese studies.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 14th JUNE, 1930.

*Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.*



HONGKONG MOTOR ACCESSORY COMPANY

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ALL AT ATTRACTIVE PRICES
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CURRENT COMMENT

MAKING MOTORS MIND.

Helpful Hints for the Motorist.

Public Spirit.
We recently drew attention in these notes to the fact that tramway standards in the centre of Queen's Road East, and vicinity, were a source of danger at night owing to the fact that the dark green of the paintwork did not show up at all well in the rays of headlights. It was suggested that a great improvement would be effected were the bases whitened. Motorists will have noticed with gratefulness that this has now been done, and we should like to pay a tribute to the consideration shown by the Tramway Company in this matter. If all public companies displayed a similar desire to co-operate, there would be little cause for adverse criticism which is occasionally called for.

Motor-car Ferries.

The special arrangement whereby members of the Hongkong Automobile Association are enabled to take their vehicles across the harbour at half rates, is now in force. The books of tickets are to be obtained from Messrs. Linstead and Davis, the Tramways of the Association. It should be noted that on Sundays and Public Holidays, ferries run every half hour, commencing at 8 a.m. and stopping at about 6.30 p.m. Should motorists desire transportation even up till 7 p.m., the Company makes the necessary arrangements. During the week, lighters may be obtained on application.

Those Trees.

When will it be realised that where trees are the cause of danger or obstruction on any thoroughfare, they must be removed? Wong Nai Cheung Road carries a considerable amount of traffic, at times being quite congested, and yet there is only just room for a car to pass between a tram and the trees when proceeding in an easterly direction. Another danger point is near the Helena May Estate. Surely public safety comes first!

Another Record.

The Automobile Association has established another record in the history of British motoring. The number of badges issued to members has now passed the one million mark. Shortly after the A.A. was founded in 1905, the A.A. badge was adopted as a symbol of membership. Motorists have year after year joined in their thousands, with the result that over one million badges have been distributed in twenty-five years.

Six Wheelers.

It has been decided to mechanise still another regiment of the Army—the King's African Rifles. The Crown Agents for the Colonies have placed a first order with a British firm for four 20 h.p. six-wheeled vehicles. They are to be used in Kenya and are capable of travelling over practically any kind of ground and have been fitted with trailers carrying tanks to hold extra supplies of petrol, oil and water. They will thus be able to make long journeys regardless of the position of fuel dumps.

MANY FARM AUTOS.

Recent estimates show that one-fourth of all the motor vehicles used in the United States are on farms.

PLANE FIGURES.

There is one licensed airplane in operation in the United States for every 19,800 people in the country, according to the Aeronautical Chamber of Commerce.

MOTORIST'S LUCKY ESCAPE.



A most remarkable escape was experienced by a motorist, Mr. Bougon Choi, when a Plymouth two-seater car, which recently he was driving, toppled over a 20 foot embankment into Lower Albert Road. Although the car was wrecked, Mr. Bougon Choi escaped with only a sprained shoulder and minor bruises.

TO BUY OR NOT TO BUY?

The Problem of the Man on Leave.

"It may be thought a little remarkable that, beginning with Chevrolet trucks and proceeding presently to Chevrolet cars, we are going into complete British manufacture of these vehicles at this period of political uncertainty," said Mr. C. J. Bartlett, a Devon man and chief of General Motors' enterprise when going over the Vauxhall factory at Luton recently.

He was inspecting the progress made there by Mr. R. Evans, the managing director of Vauxhall in Britain and his colleague, Mr. Griffith, towards the fulfilment of a desire of this entirely British-staffed American-owned firm, whose sales director, Mr. A. F. Palmer-Phillips, has been among the foremost in advocacy of such manufacturing in England.

"We believe that we in General Motors, Ltd., can contribute to and share in the whole of the British motor industry in its rightful position as a leader among industries," Mr. Bartlett continued. "Therefore, our step can be interpreted as a strong vote of confidence in the future of British industry. While we have stressed this strong vote of confidence, nevertheless we cannot help feeling that our motor industry would make greater progress in measure as it escapes from the arena of party politics and becomes recognized as the important economic contribution which it justifiably claims to be. Being a political

shuttlecock cannot but be serious for any industry. We have decided to go ahead, however, in spite of the uncertainty that exists."

The works at Luton are now occupied in the production of the Chevrolet utility vehicles in synchronism with the production of Vauxhill cars, and it is expected that the extensions will be completed, equipped, and in production of Chevrolet cars, in addition to the former range of machines, by July.

The scale of operations may be gleaned from the fact that production planned for the next twelve months has involved a total investment at Luton in buildings, machinery and so forth exceeding one million pounds, and in enlarging the floor area to 415,000 square feet. In addition, some £2,000,000 worth of material will be purchased including 100,000 sq. ft. of glass and 850,000 sq. ft. of leather, cloth and hide, as well as 5,600 tons of forgings and springs. The development will provide work for between 8,000 and 4,000 people.

A total of 1,009,595 motor vehicles, or 664,456 cars and 345,129 commercial vehicles, was sold outside the United States during 1929, compared with exports of 615,586 cars and 209,560 commercial vehicles during the previous year.

REMOTE CONTROL.

Driven by Phone.

"ELECTRIC EYE" TEST.

A demonstration of the "electric eye," or light-sensitive photoelectric cell, was given recently by the Westinghouse Electric Company in the showrooms of the Willys-Overland in New York.

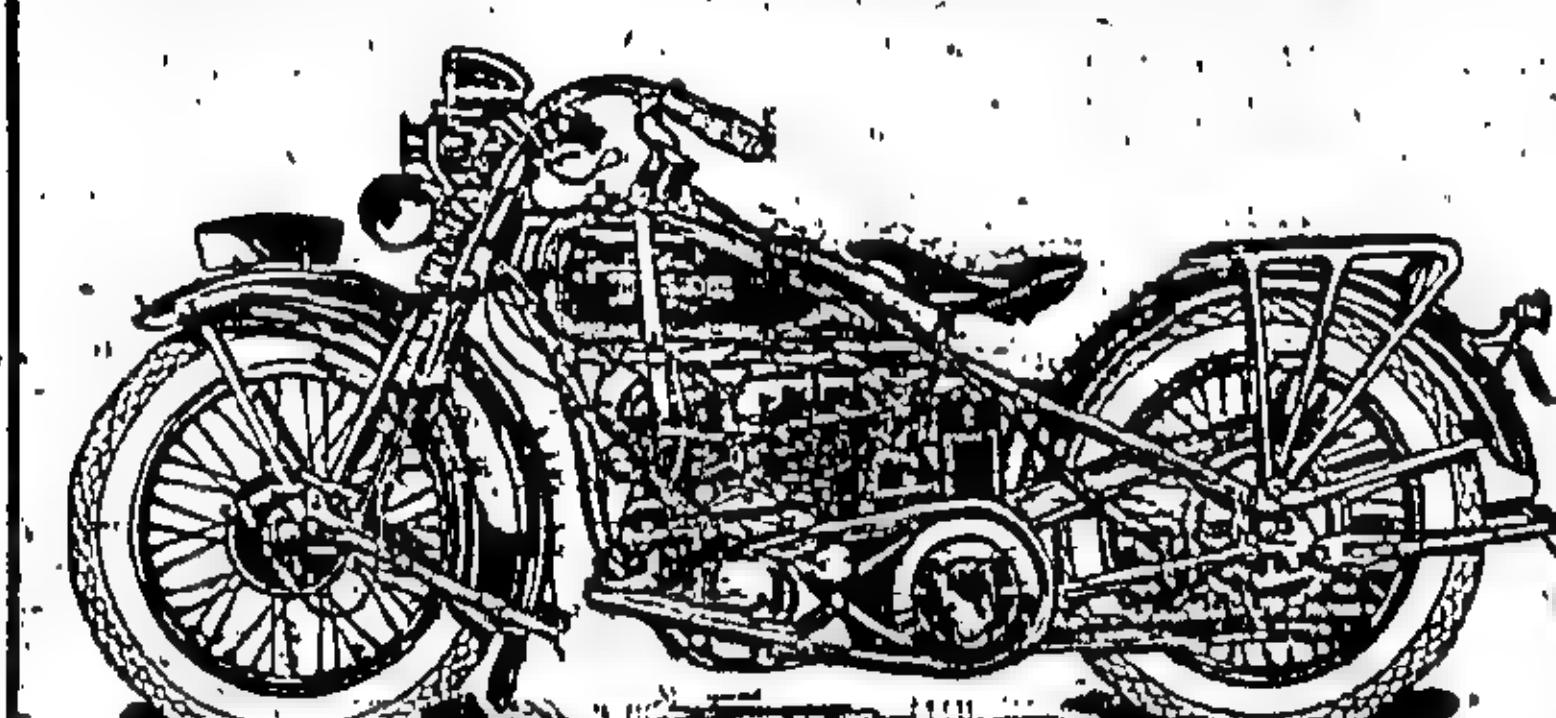
An officer of the Westinghouse Co., from his office in East

Pittsburg (Pennsylvania), directed the movements of a car in New York. As he told the car to "go ahead," it moved forward, and on his orders it stopped and moved back. The lights were turned on in response to his orders.

This was the first time that a car was controlled by the voice of a person in a distant city, and it was made possible by the "electric eye" which was fitted in the trunk at the rear of the car. A telephone connexion was then established between the office in East Pittsburg and the New York showroom and when the operator spoke, sound impulses were set up and transferred into light waves, which were picked up by the "electric eye" and made to operate certain relays, which in turn controlled the car.

Springs are constantly subjected to heavy strains. Spring bolts and clips occasionally need tightening. Too much looseness of nuts on clips and U-bolts, may result in leaf breakage.

THE WONDERFUL 1930 "HARLEY"



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SEE THE NEW MODELS EARLY.
The Gaseon Motor Co.
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WE'LL BUY IT BACK

We will sell you any car, for your unrestricted use during your leave, telling you in writing when you order it how much we will pay you for it when your leave is over. This is far better than buying a car and having the anxiety of needing to sell it in a hurry, and at a sacrifice; at the end of your leave. Your driving licence will be ready for you on the day you land and one of our instructors will be lent to you for three days free of charge if you want him. Write for full particulars now and get this fixed up in advance. We originated the scheme and we offer you better terms than any of our imitators.

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World distributors of the Blackburn Bluebird Light Aeroplane

MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

BEFORE INSURING CONSULT US ON OUR COMPREHENSIVE POLICY.

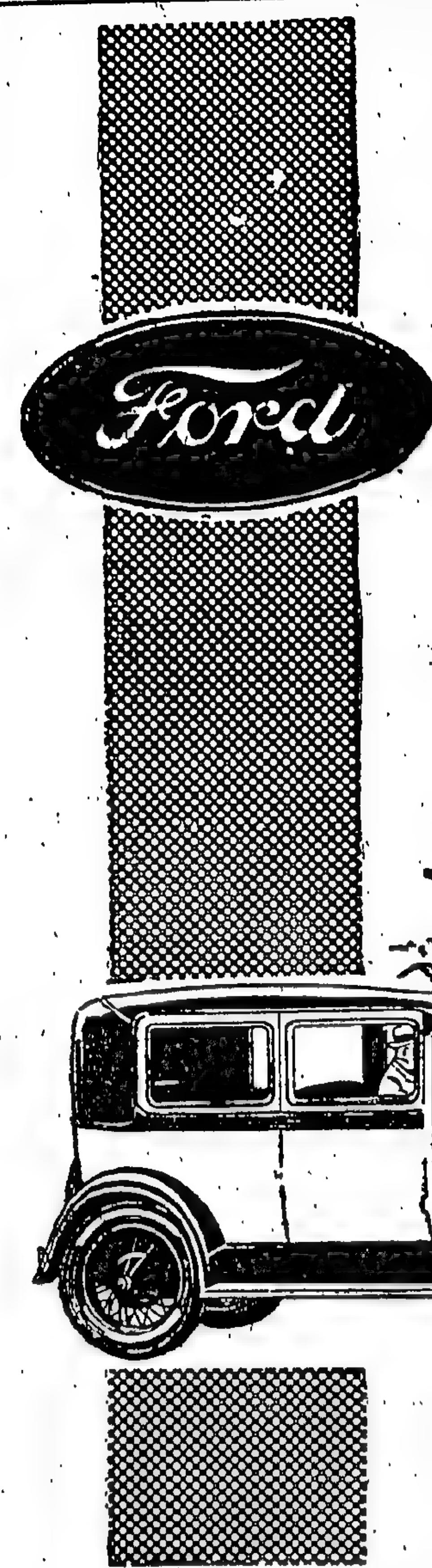
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HAUL MANY CATTLE.

TAKES LOTS OF TREES.

Tyre manufacturers have figured out that it takes a year's output of eight rubber trees to make the tyres for one automobile.



The Car that is Built for Service and Economy

FORD owners are satisfied customers because they get prompt and reliable service.

Every Ford dealer takes a personal interest in helping Ford owners get the greatest possible use from their cars at a minimum of trouble and expense.

Ford dealers have the latest, modern equipment, and their mechanics have been specially trained to give efficient FORD SERVICE.

The Ford Motor Company, Exports, Inc., Shanghai, operates a school for training mechanics, which is only one part of the complete organization in China behind your purchase.

The above are only a few reasons why your car should be a NEW FORD.

AUTHORIZED DEALERS:
WALLACE HARPER & CO., LTD.
745, NATHAN ROAD, MONGKOK,
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FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI.

Use Genuine Ford Parts only, purchased from Authorized Ford Dealers.

MOTOR-BOAT CRAZE.

High-speed Cruisers.

LUXURIOUSLY BUILT.

Motor-boat manufacturers in England are inundated with orders. Not only is there a great

demand for the cheaper type of boat, but also a large number of expensive high-speed cabin cruisers are being built for wealthy men.

I inspected one of the latest type in the yard of Messrs. Thornycroft at Hampton Wick

yesterday, writes a correspondent to a Home paper.

It has been built for Major J. Coats, is 48 ft. long, and with the Thornycroft Y12 engine, which develops over 500 horse-power, is capable of a speed of more than 15 miles an hour.

It is, however, very comfortable, as there is a luxurious cabin and a kitchen.

In addition to the main engine there is one of four-cylinders for cruising purposes. The boat is capable of meeting rough seas and could be used on confined waters.

Liability insurance protects possible victims not from the owner of the car but from the car itself, regardless of who is driving it in most instances. A recent decision of the Supreme Court of the State of Washington, holding the insurer liable in a case involving a variety of interesting factors, is regarded by many observers as clarifying this aspect of insurance. The court ruled that insurance protection follows the car, and of special importance in the decision was the opinion of the judges relating to "legal operation" of the insured vehicle.

A man named Grill was the holder of the insurance policy in the case upon which the ruling was made. He turned his car over to a second person, one Hickey, giving the latter unrestricted use of it. In his turn, the second person loaned the car to a third person, Bullock, who was an unlicensed operator in a State which requires the licensing of all drivers. Bullock invited three of his friends to go riding with him. On the trip, due to the dangerous manner in which the car was operated, it was wrecked and one of the occupants injured.

The injured passenger sued the driver, Bullock, and the second party, Hickey, who had loaned the car after it had been given into his possession by the owner. The plaintiff was awarded damages of approximately \$2,700. An effort to execute the judgment, however, revealed the insolvency of the two against whom the verdict had been obtained. Action then was taken to collect the damages under the contract which the owner of the car had with the insurance company.

An immediate disclaimer of liability was filed by the underwriter. Its position was that the loan of an automobile by its owner to a second person did not authorize the latter to permit still another individual to use it for his own pleasure. Further, it maintained that the injured man could not recover damages on the ground that the car was being illegally operated—the driver having no permit—when the mishap occurred.

On both points, the Supreme Court of the State decided against the underwriter, sustaining the opinion of a lower tribunal.

With regard to the claim that the man to whom the car had been loaned originally was unauthorized to lend it to a third party, the decision pointed out that, in turning the car over to another, the owner had placed absolutely no restrictions upon the use of it. This condition, fully sustained by the evidence, resulted exactly as if the third person had been given permission to use the car by its owner.

It is as if a wife who had been given unrestricted use of her husband's automobile had turned it over to a sister or any third person. The insurance would follow the car in such a case just as if the third person had direct permission from the owner to use the vehicle.

That part of the decision which relates to the claim that the car was being illegally operated at the time of the accident is regarded as especially interesting by many motoring authorities. It was clearly established, the court agreed, that the driver had no operator's permit when such a licence was explicitly specified in the State motor vehicle code. Further, it was shown that one of the conditions of the contract between the underwriter and policy-holder was stated as follows:

The unqualified word, "assured," wherever used in this policy, shall be construed to include, in addition to the named assured in this policy, any person or persons while riding in or legally operating any vehicle insured hereunder.

Disposing of the underwriter's claim under this condition of the policy the court ruled:

We have seen that Grill's loan of the automobile to Hickey was unrestricted as to Hickey's use of it and as to his authority in permitting others to use it. So we have a situation in legal effect as if Grill himself had loaned the automobile to Bullock for his own pleasure. Now, suppose Grill himself had so loaned the automobile to Bullock. Could the indemnity company have successfully claimed that, because Bullock did not have a driver's license, he was therefore illegally operating the automobile within the meaning of Condition K of the policy? We think not.

That condition, we are of the opinion, means only that to absolve the indemnity company from liability under its policy to one lawfully riding in the insured automobile, there must be illegality of use of the automobile as

FOUR-WHEEL DRIVE.

New Truck.

SILENT CHAIN USED.

Following closely on the heels of the front-wheel drive for motor vehicles comes a truck that drives on all four wheels. It is being produced by the Four-Wheel Drive Auto Co., in the U.S.A., which have gone into production on a new 2½ ton truck.

On a wheelbase of 133 inches the truck has a six-cylinder engine developing 66 horse-power. The drive from the transmission is transferred to a sub-transmission where the gear ratio is further reduced. This is effected by using a silent chain drive on the driven sprocket of which is the centre differential.

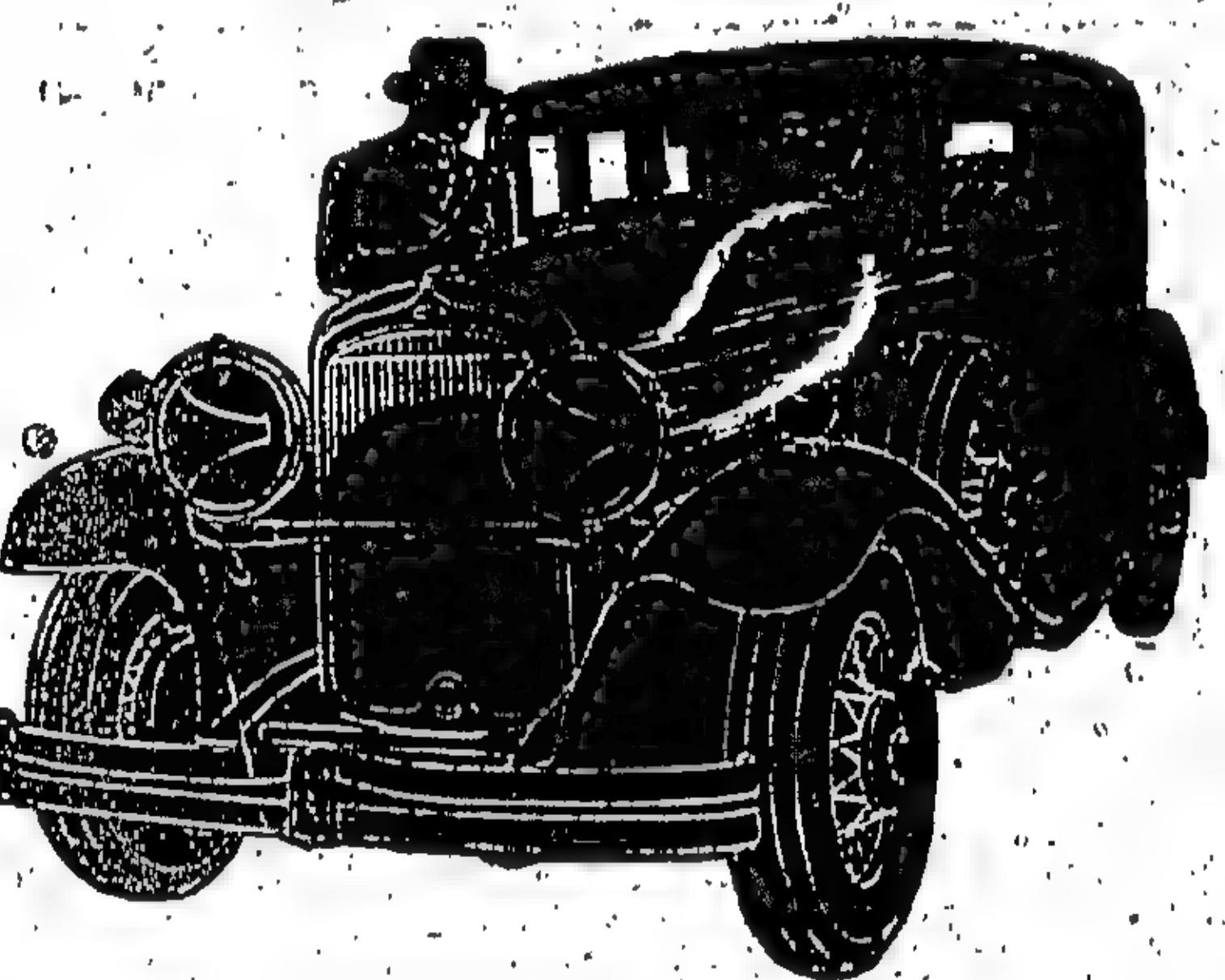
The engine power is transmitted from this by propeller shafts to the front and rear axles which are of the straight bevel, full floating type. By placing the service brake on the subtransmission it has effect on all four wheels.

Lubrication is very efficient, and is carried out by a full force feed pump to all seven bearings of the heavy crankshaft and connecting rods. A dry clutch which has eight discs is housed with the seven speed gear set.

EASIER PARKING.

A turntable for motor cars has been installed in a narrow street in Paris. One has been in use in London for some time, and has proved successful.

THE NEW 879 MARMON



FOR FINE CAR BUYERS WHO WOULD PURCHASE CONSERVATIVELY

ULTRA-MODERN Design—Wide, Roomy Bodies—Luxurious Size (15 feet, 11 inches overall)—Marmon Straight-Eight Engine—Generous Horsepower—Marmon Durable-Dominic Combustion, (Combining Smoothness of L-Head Type Motor with Power of Valve-in-Head Type)—Optional Four-Range Transmission—Equi-Pressure Cables replacing Brake Rods—Thermositically Operated Radiator Shutters—Non-Shatterable Windshield—Single Button Control for Starter, Lights and Horn—Adjustable Seat, Pedals, Steering Column—Platform-Type Accelerator—New Crank-type Windshield Control—Two Cowl Ventilators—Interior Sunshade Visor for Driver—Ash Receivers in Wainscot of Each Door—Centre Disappearing Arm Rest—Rubber Spring Shackles, Four Duo-Action Shock Absorbers—Cigarette Lighter—A Fine Car in Every Sense, with 23 Years of Marmon Fine Car Manufacture Built Basically Into It.

Marmon Also Builds—the New Big Eight, the New 869, and the New Marmon Model R.

*The Industry's Most Experienced Builder
of Straight-Eights*

Arrange for an early Demonstration
Sole Distributors

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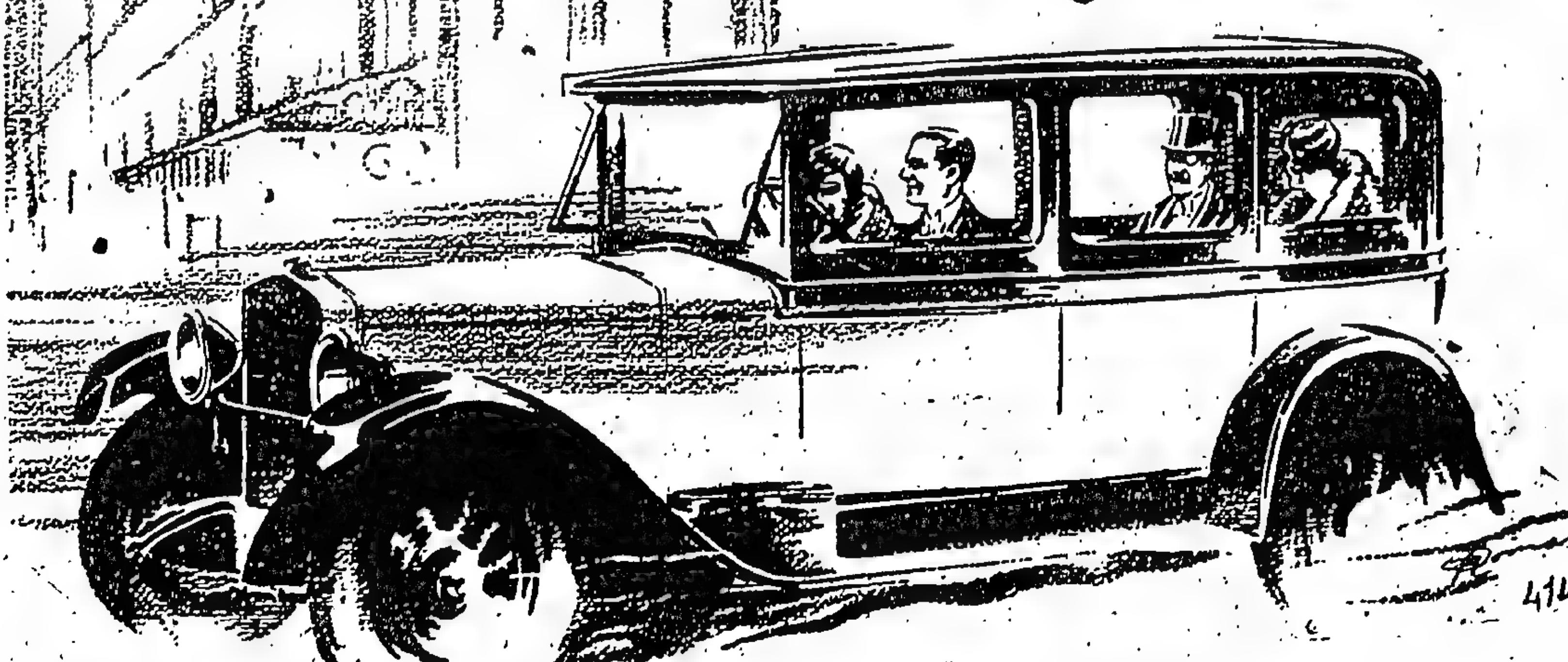
353-7, Hennessy Road.

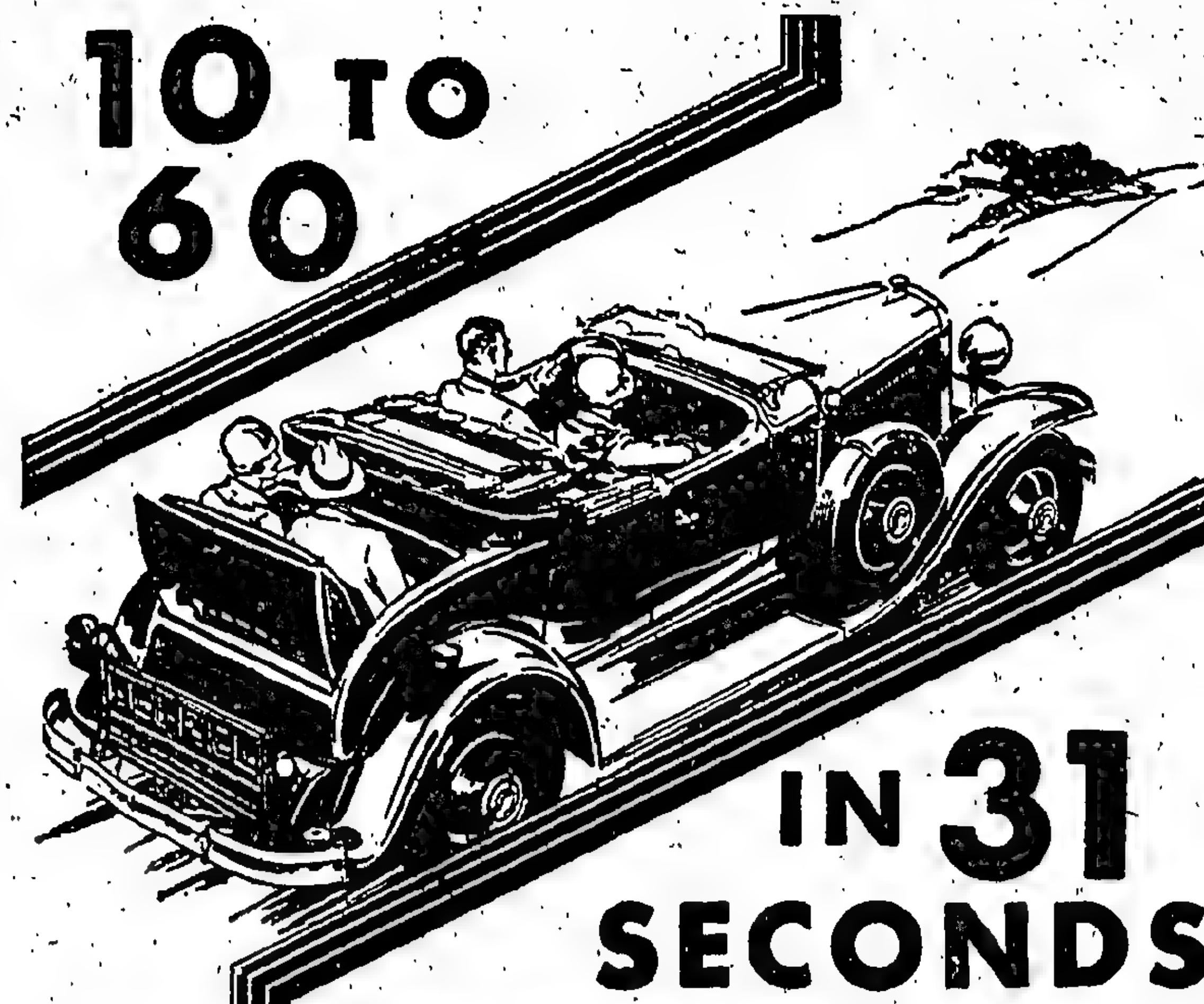
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FIAT Model 520

6 cylinders





Marquette

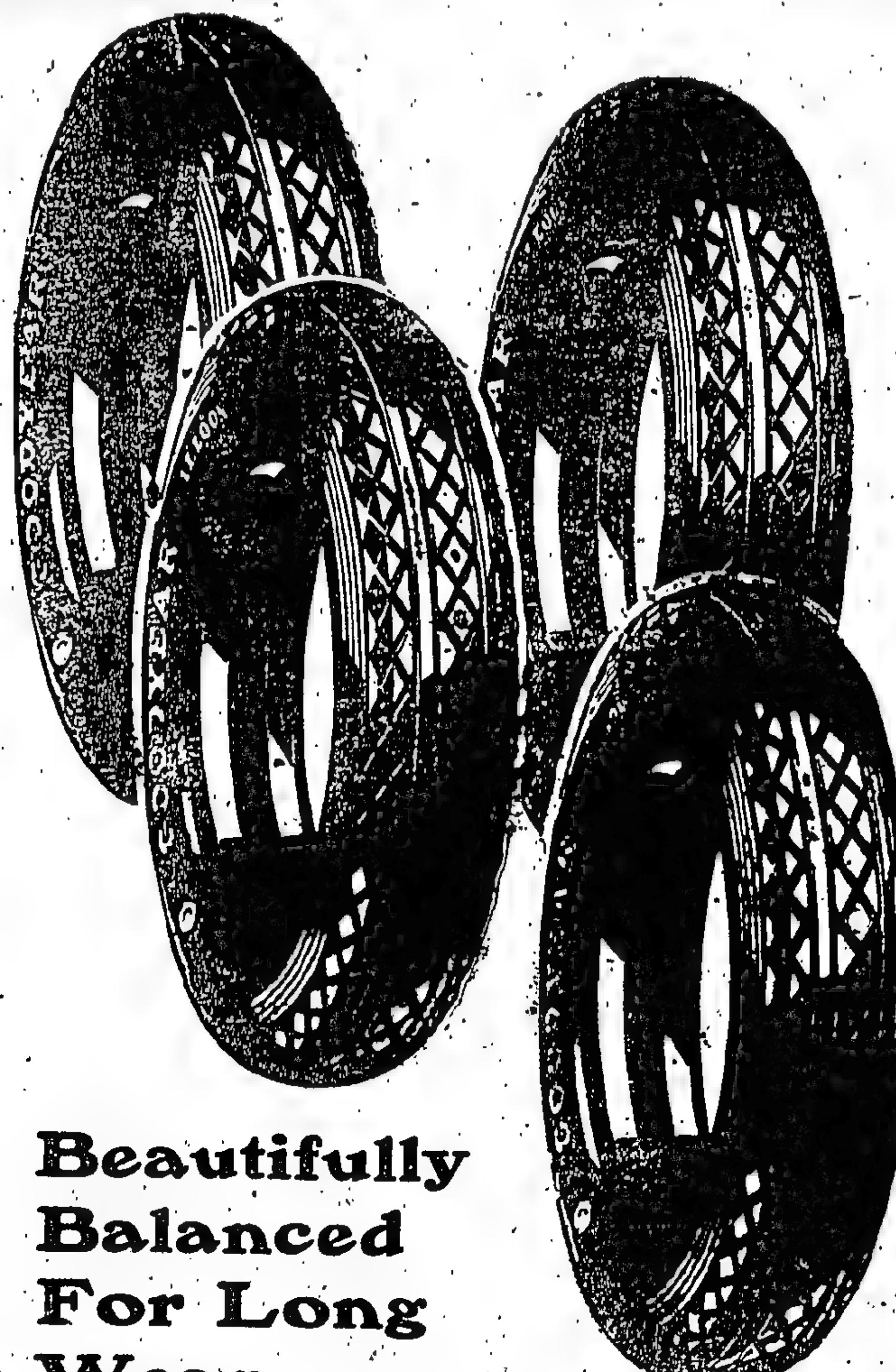


No other car in the world in the moderate price class can match such thrilling performance—10 to 60 miles per hour in 31 seconds, in high. Buick alone could achieve such qualities of speed, power and stamina in a car so moderate in cost. In every phase of performance, Marquette is entirely unmatched in its field. A marvelous flow of power sends you flying up the steepest grades in high gear. You can ride at 60 or 70 with a wonderful feeling of pleasure.

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GOOD YEAR

3-29-31

THE STRAIGHT EIGHT VOGUE

Eight-Cylinder-in-Line Engine Reviewed.

At the moment the straight eight engine seems to have attained a certain measure of popularity, and there it remains. At least, that appears to be true of its development in Britain, but in America it is notable that the "six" is now outnumbered by the "eight," there being 46 makes of cars with eight cylinders against 42 with six cylinders, although in one or two cases the eights are of twin-four or V type.

The arguments for and against the straight-eight power unit have been set forth at length on several occasions in the "Autocar," but briefly the case for it may be summed up as follows: That it has a more even torque, as compared with the six, and its relatively smaller pistons and reciprocating parts make possible higher crankshaft speeds and, therefore, greater power.

Against the eight-in-line it is argued that its greater overall length takes up valuable space in the chassis and also adds to the difficulties of design and construction. Usually, however, these arguments against the straight eight are backed up by particular reference to some other type of engine, such as the twin-four or V eight, and the twin-six. It is said quite truthfully, that the V eight is on an equality with the straight eight in the matters of torque and lightness of reciprocating parts, but that it is superior as regards compactness of build, particularly as to the much shorter crank case and crank-shaft. The same argument holds good in the case of the twin-six versus the straight eight; in fact, it has additional force, as the torque of the twelve-cylinder engine is better than that of the eight, while its reciprocating parts are even smaller and lighter.

There is, however, a fly in the ointment, for with the V engine it is by no means easy to obtain adequate areas for the big-end bearings, whether these be arranged with the one forked and bearing on the outside of the other, or whether the one be given a knuckle bearing on the other.

This difficulty is not insuperable; many such engines have been constructed and have given excellent results. This the protagonist of the straight eight is bound to admit, but in admitting it he probably counters with the argument, "But why not, then, a twin-eight?"

The argument that the eight-in-line engine has a greater overall length than the six of equivalent cylinder capacity has, of course, to be met also in the case of the twin-eight versus the twin-six. And it can be met. The increase in overall length is not really very great, and there has been no difficulty hitherto in providing sufficient body space on the straight-eight engined chassis without unduly lengthening the wheel-base.

More Torsional Vibration.

Owing to the increased crank-shaft length involved, there is, of course, more chance of torsional vibration being set up in the shaft, but careful design and construction can minimize the possibility of this happening. After all, the same can be said of the six-cylinder engine crankshaft as compared with that of the four, but torsional vibration is thoroughly understood in these days and can be guarded against, so that the eight-in-line power unit can hardly be seriously condemned on these grounds.

Although the straight eight does not seem to have undergone much development in Britain during the last year or so, it is, nevertheless, as a type, well established, and it is quite likely that the attention being paid to it in America will result in it receiving greater attention in Europe.

Regarding details of construction of the straight eight, this subject also has received considerable attention in the "Autocar" at different times. It may be said, however, that of the two possible forms of crankshaft construction that known as the 2-4-2 arrangement is usually employed. Such a crankshaft may be described as being like a four-cylinder crank-shaft with half of a similar crank-shaft added at each end, the end pairs of throws being at an angle of 90 degrees to the four centre throws. The alternative is the 4-4 arrangement, which may be described as two four-cylinder crankshafts joined together, with the throws of one at an angle of 90 degrees to the other.

The crankshaft arrangement adopted naturally has to be considered in laying out the induction system, and with the 2-4-2 shaft it is usual to employ a duplex carburetor, that is, two mixing chambers fed by a common float chamber, with one mixing chamber supplying cylinders 1, 2, 7 and 8, and the other supplying cylinders 3, 4, 5 and 6. The induction manifold is, in fact, split up into two separate passages, and it has usually a hot

MR. HYDE'S TRIUMPH.

I know the nicest fellows,
gentle-mannered when at
home,
Who change like Dr. Jekyll to
a loathsome Mr. Hyde;
They cast their finer feelings
nimble from them when
they roam,
And turn to selfish road-hogs
when they ride.

While youthful, dimpled lasses,
who are soft at heart, and
sweet,
Display most fearsome qual-
ties, when sitting at the
wheel;
They'd stop to help a cripple, or
an elder in the street,
Yet, driving, they have hearts
of flint or steel.

Friend Freud might say "Re-
pression. Stifled hopes to
feel and be
Dictator of sphere." Un-
leashed it thrives.
Far better to replace it by the
thought that "Courtesy
Cost nothing"—but it saves a
lot of lives;

allows the design to be kept very to realize that the car of a few
compact. When one considers such years hence may be very different
possible designs it becomes easy to what is now orthodox practice.

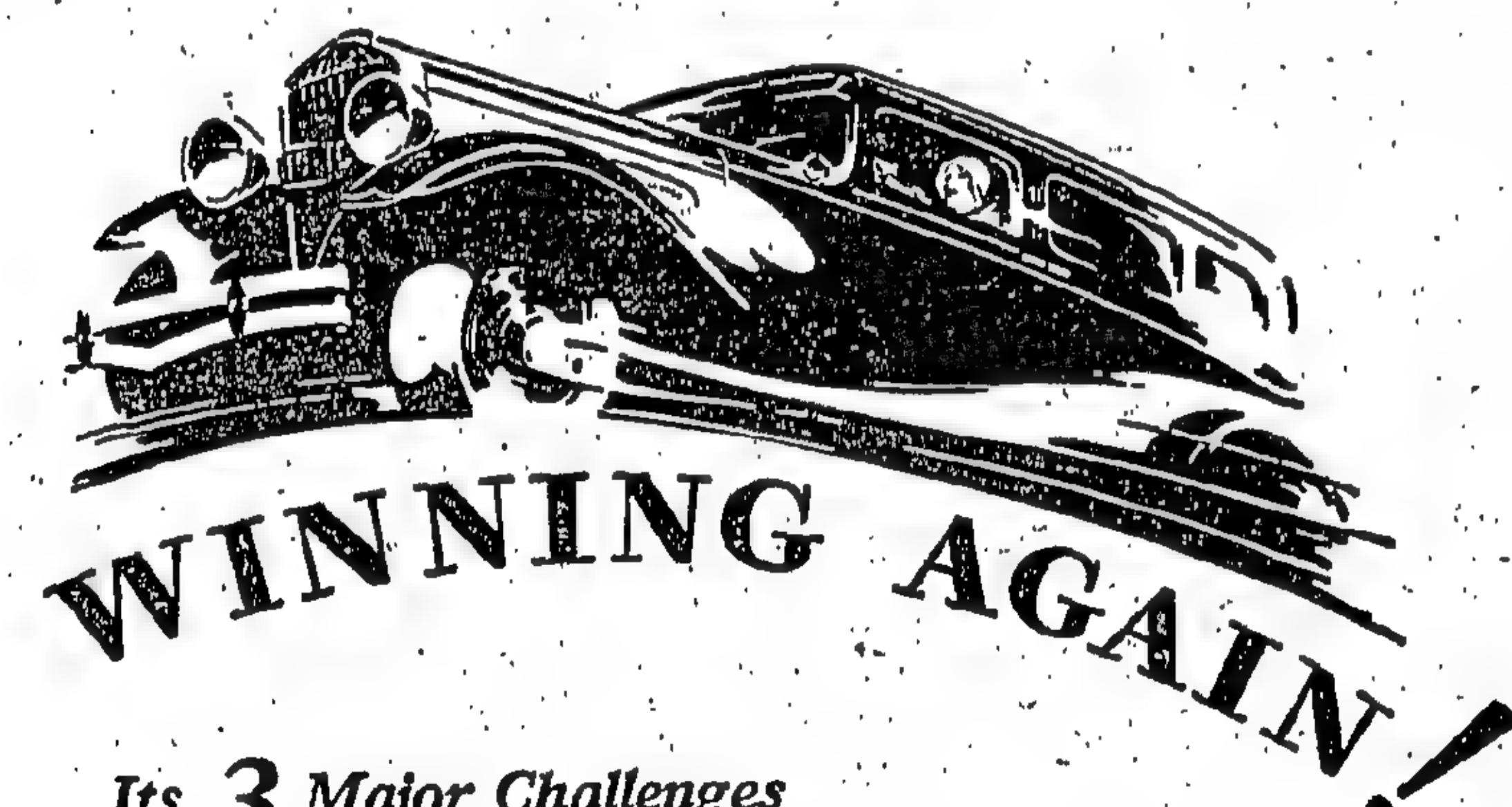
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Balloon That
extra heavy, Gives
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With a larger, longer, roomier car... with even faster speed... with greater power... with quicker acceleration... in good looks... in real values... in reliability and economy...

The common exclamation of everyone when he has ridden in the New Essex Challenger is: "How did you do it! How do you get this greater power and faster get-away! How do you get this speed!"

It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. It is so distinctly modern in all things that count that you must want to own it.

The bodies are roomy. Three will not crowd the rear seat. There is room for your hat. You do not have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance and mechanism make it easier to steer.

This sweeping challenge is for you to know that the New Essex Challenger is a thoroughbred automobile.

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1,000 MILES RACE.

Triumph for Fiat Cars.

WIN TROPHIES.

On April 12th and 13th the most important motor race in Europe, and perhaps the most difficult in the whole world, was run for the fourth time. This is the "Thousand Miles Cup" the 1640 Kilometre course of which winds over almost all Italy, over roads open to ordinary traffic and in many places anything but easy to negotiate. This year, the most daring Italian drivers and a few foreign competitors set off on the interminable trial which gives not a moment's truce to man or machine.

For the fourth time the classification, calculated exclusively on speed, showed up the magnificent triumph of the little Fiat cars over a large and valiant field of competitors.

In the class up to 1,100 cc., the Fiat mod. 509 driven by Apollonio and Periccioli won first place with 21 hrs. 20' 32" and an average speed of 76.191 Kms. (47.22 miles) per hour—a fantastic speed, considering that it was a strictly standard car—and another "509" with Montanari and Mondini in command, arrived second, only 8 minutes behind the first.

Still more significant, because obtained in the face of well prepared competitors out to win at any price, was the splendid success of the new Fiat "514" in the "utility car class" a welcome innovation made this year. The "514," the utility car of 1930, came in first with Mazza and Pezzoni, having completed the course in 23 hrs. 14' 31" at the very remarkable average speed of 70.519 Kms. (43.8 miles) per hour; second with Sportorno and Ghiringhelli in 23 hours 31' 23", and third with the brothers Blagioni in 23 hrs. 41' 9".

In this category, the Fiat was the only car to complete the thousand miles in less than 24 hours, and the Fiat was awarded the "Lumpo Cup" for having the three best classified cars in the race.

But the Fiat triumphed not only by virtue of single cars, but also the honour of the largest number of cars of the same make (19) arriving at the finish, went to the Fiat and the "Shell Cup."

Thus, once more, the name Fiat has proved itself synonymous with power and victory and has upheld the good reputation of Italian design and workmanship.

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph by R.A.C.]

1930 Motorists in Britain.

From the motorist's point of view the Easter holidays are always interesting in England as the roads are usually thronged with new cars and it is really the first "occasion" on which the latest models can be seen. In any considerable numbers. Unfortunately, this year, the weather was so unpleasant that comparatively few cars were on the roads; all the same, A.A. road patrols assisted 242,580 members in connexion with roadside troubles, including supplies of petrol, breakdown assistance, touring advice and road information.

Although the Budget has brought no relief to the motorist, it has at least not added to his burdens and the much feared petrol tax, which would have affected not only the home motorist but also the visitor from Overseas, has not been imposed. Indeed, for the latter, motoring in 1930 should, if anything, be even cheaper than before, for each year the facilities offered by car distributors, such as Shaw and Kilburn Ltd., for the repurchase of the car at the end of the visit and efficient service during ownership become more and more advantageous.

Nowadays a motorist can determine to within very narrow limits the cost of his motoring while in Britain and can obtain the maximum of enjoyment with the minimum of worry and trouble.

More Comfort Than Ever.

Equipment on the new cars is becoming more elaborate every day, each fresh development making for greater ease and comfort. In the latest 12/20 h.p. Armstrong Siddeley sun-hine saloon, for instance, the sides of the body are continued rearwards beyond the back to form a large cupboard containing two suit cases fitted in rattles-proof shelves. Above the upper one is a space for rugs and coats, while below the lower one is a tool locker. The door of the container forms a support for the spare wheel and enables coats, luggage or tools to be reached without the need of disturbing the passengers.

The type of weather prevalent in Britain this Spring has amply

Cars and Crime.

Motor vehicles have now established themselves as essential aids to the detection and suppression of crime. In London, Scotland Yard's Flying Squad is equipped with a magnificent fleet of vehicles which have a fine record of achievement to their credit and are world renowned. The police in West Australia are apparently determined, also to have vehicles which will place them in an unavoidable position as far as speed is concerned for they have just placed an order with Rootes Ltd., through the Agent-General, for two 6½-litre special Speed Six Bentley chassis for use in and around Perth and district.

Not long ago the Colombo Volunteer Force, following the example of Shanghai, selected Albion chassis for their armoured cars. A vehicle of this type must essentially be reliable since the lives of the occupants depend literally on its ability to get out of a tight corner quickly. In both instances 24 h.p. 2-ton chassis were chosen.

In mechanising their artillery some time ago, the Canadian Defence Force tried out a number of Leyland Terrier 6-wheelers and these have proved so successful in service that a further substantial order for this type has been placed with the makers.

Conditions in South America.

Leyland Motors have secured a number of important contracts in South America. With the improvement of roads, heavy motor transport is coming into its own for inter-town communication and it is satisfactory to note that an increasing number of orders are being placed in Britain.

The Argentine State Railways have recently placed an order with Scammell Lorries for 20 of their "Pioneer" rigid 6-wheelers and 10 four-wheelers as a result of the excellent behaviour of a vehicle of the former type during strenuous trials held in the country last year.

The trials extended over a month and were held in a mountainous region bordering on the Cordilleras, where the road is exceptionally steep and rough and intersected by rivers and streams. Despite the severe conditions, however, the Scammell's performance was markedly superior to any other make previously tried out and, though carrying a useful load of 6 ton per trip, proved very economical in petrol and oil. The amount of articulation of the rear axle and the oscillating type of front axle make this vehicle particularly suitable for use in undeveloped countries.

The roadless trailers developed by John Fowler of Leeds are being found very useful for transport of loads over soft and uneven ground. They possess a low loading height with a large platform area and bodies suitable for the haulage of timber, cane etc., can be fitted for net loads of 2½, 5 and 9 tons. The patent Orlon track units are so designed that the vertical load is not taken by the track pins but by the links: in fact, the track, when fitted together without any pins, will bear the whole of the vertical load, due to the patent links which lock themselves in a curved formation.

Trolley Bus Developments.

The Associated Equipment Co. and English Electric Co. have arranged to collaborate in placing on the market single-motor low-loading trolley buses. These vehicles, to be tested in the near future, will have as their basis the A.E.C. "Regal" and "Regent" 4-wheel and "Renown" 6-wheel chassis. The English Electric Co. will manufacture the electrical equipment and the bus bodies.

In the Ransomes 6-wheel double deck trolley buses recently supplied to the Nottingham Corporation, the trolley buses are carried independently of the roof by a patent sub-base which relieves the roof of all stresses during the operation of the booms, especially when on occasion the trolleys leave the wires. A third differential is embodied in the rear axles, equalising the drive between all four rear wheels, each of which is able to roll freely on the road at a speed which may differ from any of the others due to varying diameters of tyre or other causes. This tends to increase the life of the tyres materially and bring about a reduction in power consumption under service conditions.

A Broadcasting Van.

A very interesting public-address van is now in the service of the Mullard Radio Valve Co. for attending sports meetings, fetes and other events where it is required to broadcast speech or music in an amplified form over a large area. The basis is a Dennis fire-engine, a power take-off from the gearbox being utilised to drive a 2-kilowatt generator. Announcements are delivered through a microphone and four loud speakers are carried which can be worked either inside the van or at a distance from it, 880 yds. of cable being carried on outside walls.

During the short time that it has been in service, the vehicle has covered nearly 4,000 miles and given strong proof of its performance and value. It is, of course, essential for the current supply to be absolutely steady and the

Dennis fire engine power unit has been found to be capable of maintaining a constant speed within very narrow limits.

Until quite recently refinement was a word unknown as applied to commercial vehicles—but nowadays there is very little to choose between commercial and private cars in this respect. In the Commer range, for instance, Marles steering is standardised so that a 7-ton lorry is as easy to handle as a baby car. Finger tip control, pedals that are adjustable for leg-room and instruments neatly grouped in an attractive facts board are other features which read more like the specification of a modern saloon than of a bus or lorry.

Real Horse Power.

It has been generally agreed that British marine motor engines, as compared with their foreign competitors, are conservatively rated, but that under actual working conditions results in speed, efficiency and durability are equal, if not better. The advertised horsepower of British engines of any repute can be accepted as those which closely approximate under actual working conditions at the engines' normal revolutions.

A good instance of this was brought out in the testing of a batch of standard 6/8 h.p. Alisa Craig "Kid Junior" engines recently delivered for installation in launches for one of the Canadian Railways. Prior to acceptance they were required to pass Admiralty inspection and test of 4 hours continuous full power output at their normal engine speed.

Although they were standard engines taken from stock they successfully passed this test.

NEWS IN BRIEF.

It was stated in the House of Commons that the General Post Office operates 5,281 motor vehicles, of which 4,293 are British; 954 are British with the exception of certain parts representing about 2½ per cent. of their value, and four are foreign.

FEW IN BIG TOWNS.

With all the traffic congestion reported in big cities comes the report that only 9 per cent of the automobiles in the United States are owned in cities of half a million population or more.

MOTOR CAR INSURANCE

PROTECT

YOUR CAR

AND

YOUR LIABILITY TO THE PUBLIC

BY A POLICY WITH

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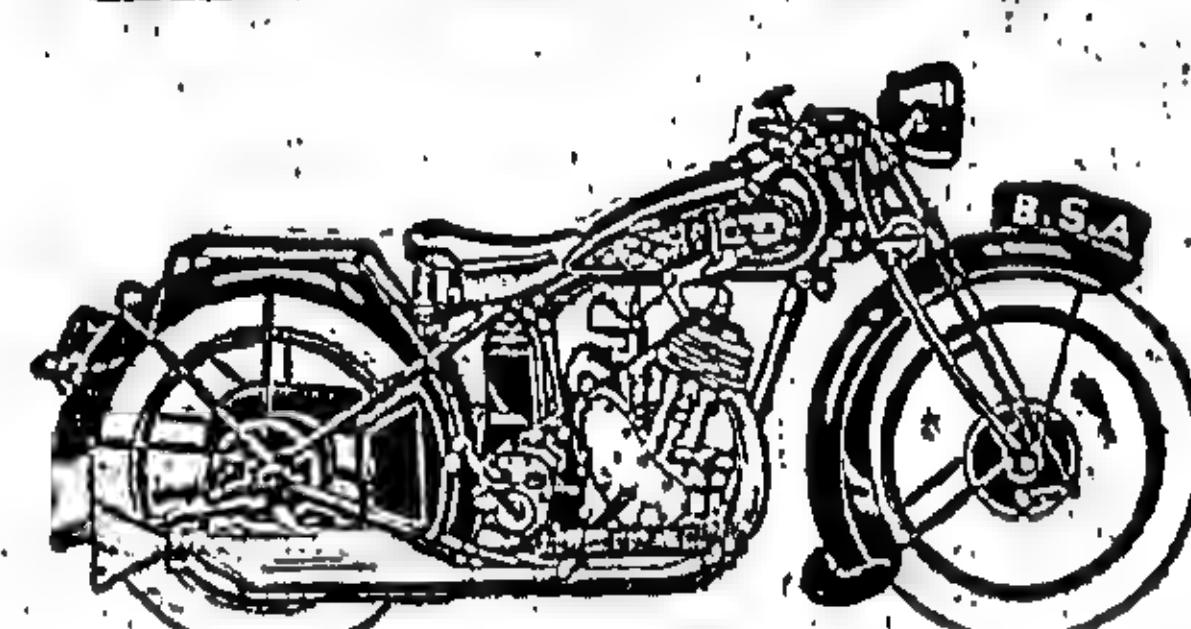
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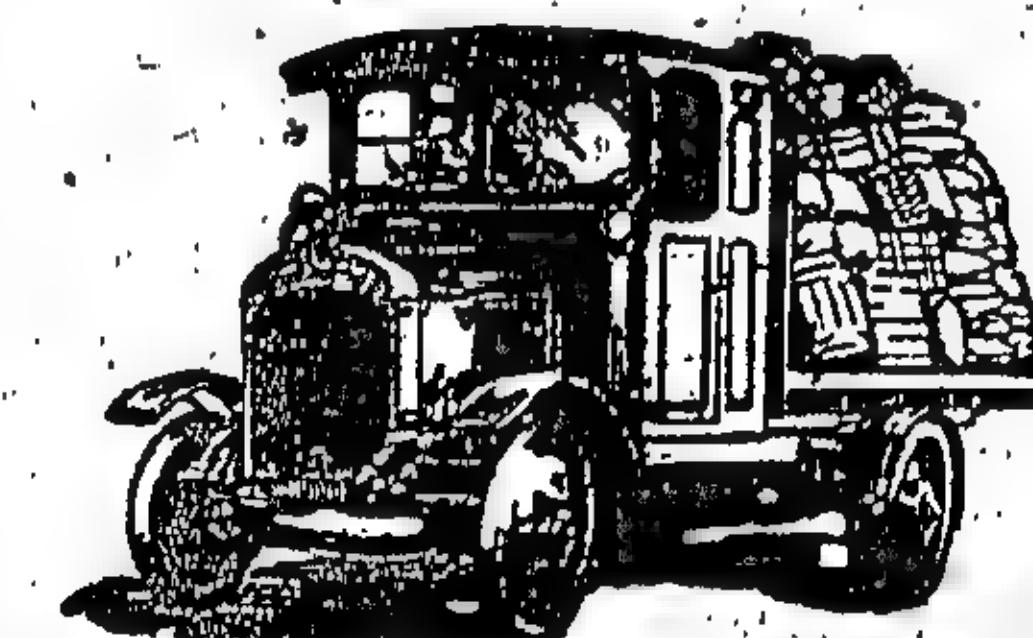
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Pioneer Manufacturers of Commercial Motor Vehicles

**4 or 6 Wheels****4 or 6 Cylinders****30 Cwt. to 10 Ton Loads****20 to 70 Passengers**

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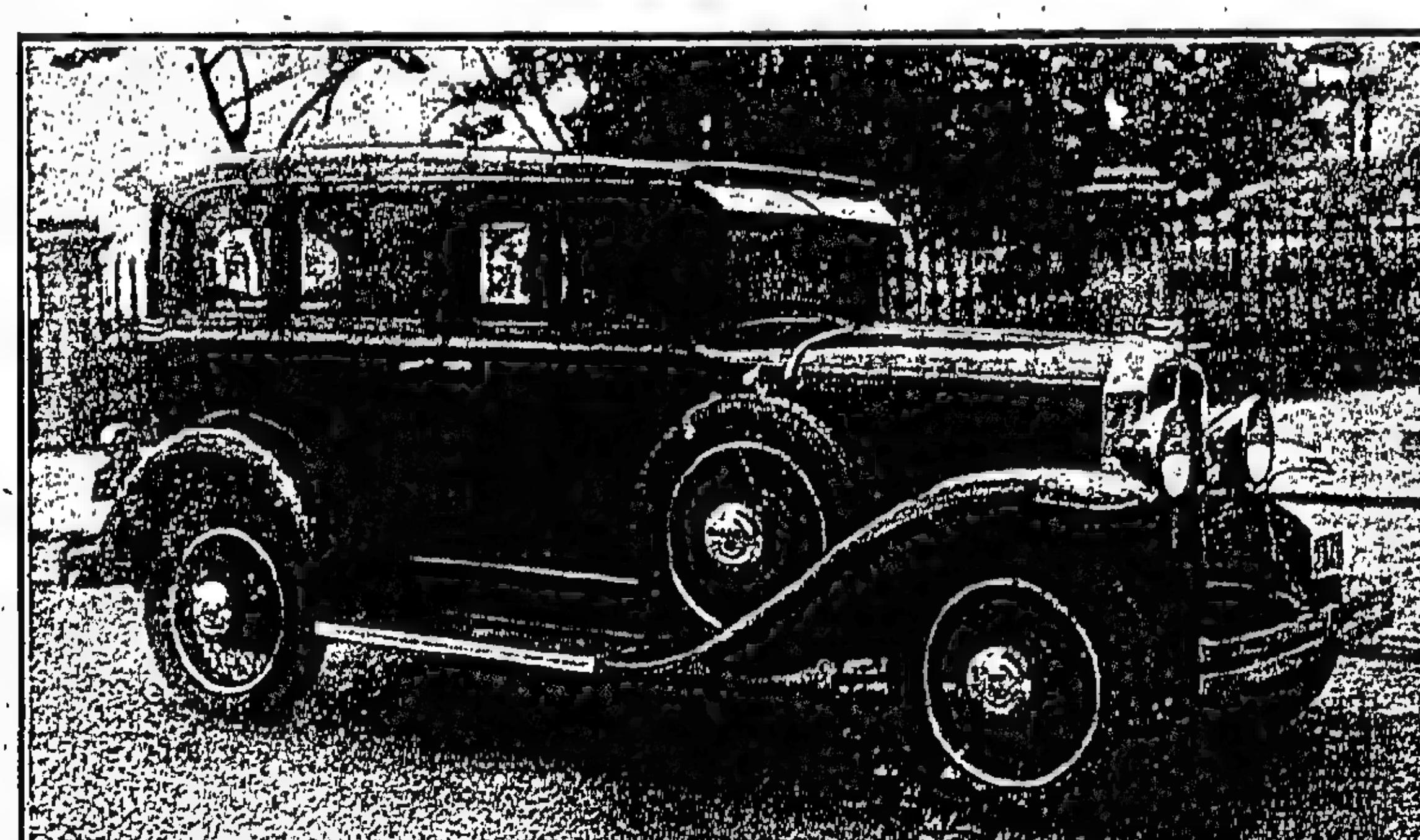
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Speed
Spirit
Stamina

beyond anything you have ever known at its price.



BIG CAR—Smart, luxurious, distinctive bodies by Fisher—exclusive with Pontiac in its field. A variety of Duco colors. Flaring, full-crown fenders, 70 inches across.

BIG CAR COMFORT—Roomy interiors with adjustable driver's seat—wide, deep, resilient cushions. Lovejoy Hydraulic Shock Absorbers, fitted at the factory, and supplied at slight extra cost.

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product of General Motors

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THE COLONY'S NEW CINEMA.

"LOVE PARADE" AT TO-DAY'S OPENING.

MUSICAL FEATURES.

Musical comedy, drama, farce and comedy have all, in their turn, through the medium of the popular "Talkies," been brought in a new form to the public but it has been left to Paramount to set the seal on talking-film productions by introducing to the sound screen a really big musical play.

Happily enough this romance, "The Love Parade," is making its initial appearance in Hongkong for the opening of the new Central Theatre to-day, and will be gladly welcomed by the public.

In the Central Theatre, Hongkong is provided with a splendid up-to-date cinema, well situated in the heart of the city and easily accessible by public buses. From the exterior it is an imposing building of concrete facing, and inside it is provided with a well-ventilated and roomy auditorium. The decorative scheme is both pleasant and artistic, and the comfort of patrons has obviously been one of the foremost thoughts of the management. Equally satisfying are the excellent acoustic properties, which allows talking dialogue and the vocal work of the singers to be heard with delightful clarity.

Yesterday the management invited members of the local Press and others to attend a preview of "The Love Parade," and to form an impression of the pleasing characteristics of the new theatre. Suffice to say it was a most enjoyable entertainment from every angle.

The synchronisation of the dialogue and songs was perfect, and although at intervals a slight fading was noticed, the presentation of the film can be described as wholly satisfactory.

"The Love Parade" itself is a typical musical romance, with a fascinating love theme interwoven, as well as attractive songs, and is featured by some brilliant action and dialogue, by Maurice Chevalier, the most famous French actor in Hollywood, and Jeanette MacDonald, whose charming personality places the audience on excellent terms from its opening scene.

The story is pleasant, the settings are really magnificent, whilst solo and chorus work leave one wishing for more. Comedy is not forgotten in this charming love romance, and with Lupino Lane and Lillian Roth together, there are several hilarious scenes which assist in placing "The Love Parade" in the top-flight of talking productions.

Hongkong will be delighted with this first screen adaptation of a musical play, and we have no hesitation in saying that they will be equally attracted by the manner of its presentation at the Central Theatre.

The first public performance will be given to-day, commencing at 2.15 p.m. with three subsequent showings daily, until Friday next. The prices of admission are popular.

IN PHNOM PENH.

(Continued from Page 8.)

Thus Cambodia's capital opens your thought to the wonders which lie beyond at Angkor. For, although dull grey stone and bas-reliefs from which the centuries have worn the gold and enamel comprise the ruins of temple and palace and hall of state, be certain that in the days of Angkor's glory no less richness than that of the Cambodian King's palaces to-day bewildered the eyes of men.

Angkor was all that, and probably tenfold more. Indeed, Phnom Penh, fair as it is and rich in the appointments of its royalty, is doubtless but a miniature copy of what existed at Angkor a thousand years ago. In extent it is but a suggestion of what Angkor was like. And yet, being that, it assists you to recreate, when at length you wander about the most amazing ruins of earth, the wonders which a mighty and mysterious race set here amid the jungle and far from the world which was known of men ten centuries since. M. T. G. in the *Christian Science Monitor*.

LORD STRICKLAND.

UNEXPECTED DEPARTURE FROM MALTA.

Malta, June 13. Lord Strickland is leaving here unexpectedly to-morrow for England where he will confer with the Colonial Office regarding the present critical situation in Malta.—Reuter.

THIS AFTERNOON'S RACING.

PROSPECTS OF EXCELLENT SPORT.

[By "Ringtail"]

Although at the time of writing the sky is somewhat overcast and it is not certain that the day will pass without rain, I am none the less sure that the second half of the Sixth Extra Race Meeting will draw a large crowd to the Valley.

Some very interesting events are down for decision, and good racing should be seen during the afternoon if rain keeps off.

Some notable winners of the last meeting will be absent, principally amongst others being Zorhan, Mike and Abel; the last-mentioned having broken a blood vessel at his last appearance.

Mr. S. A. Sleep will be master of ceremonies on the track and if his last effort was any criterion, the starts should be even better than at the last meeting, now that he is acquainted with the local gentlemen riders. My selections are:

1st Race.

1. Osiris.
2. Shanghai Beau.
3. Sixty.

2nd Race.

1. Royal Flush.
2. Winsome Stag.
3. Young Pretender.

3rd Race.

1. Spearmint.
2. Christmas Chimes.
3. Carnival Eve.

4th Race.

1. Nationalist II.
2. Chesapeake Bay.
3. King's Counsel.

5th Race.

1. Four Clubs.
2. Christmas Frolic.
3. Fifty Fifty.

6th Race.

1. New Year's Eve.
2. Monterey Bay.
3. Empress Hall.

7th Race.

1. Sunning.
2. Glory.
3. Thunderbolt.

8th Race.

1. Zephyr.
2. Cream Cracker.
3. Pumpkin.

9th Race.

1. One Third.
2. Orlando.
3. Grand Tattoo Eve.

10th Race.

1. Stratforne.
2. Devil's Dyke.
3. Sopron.

REBELS AGAIN ATTACK.

(Continued from Page 1.)

of the Government troops and the retreat of General Lu Sin-hang.

The majority of the business shops reopened for business this afternoon and apart from the return from the fronts of hundreds of wounded Nationalist troops normal conditions prevail in the city. The ambulance had a busy day in burying the dead and generally attending to the many wounded soldiers.

Shanghai, June 14. Fighting was resumed last evening at Foochow, General Lu Sin-bang being driven back seven miles.

Further reinforcements have arrived and Foochow remains quiet. Business is normal.—Reuter.

PEKING'S DESIRES.

Peking, June 13. Mr. Chu Ao-hsiang, in a weekly interview given to representatives of the press, declared that Marshal Yen Hsi-shan's idea is to have a decent financial system, which cannot be obtained as long as any vestige of the Nanking regime remains. This can only be secured by removing the capital to Peking.

The departure of Marshal Chiang Kai-shek would leave the system untouched, but we have to root out the system as much as the man. Tsianfu would have fallen long ago but for the desire of the Northern Party to avoid fighting there. The Allies have not forgotten the regrettable International complications which occurred in 1928, hence they are gradually surrounding Tsianfu to cause General Han Fu-chu to withdraw from there without fighting."

All the Szechuan Generals, under Marshal Wu Pei-fu, are said to be advancing down the Yangtze valley and have passed through Wanhsien.—Reuter.

URGENT REQUEST FOR TROOPS.

MORE MILITARY REQUIRED FOR BOMBAY.

TROUBLE FEARED.

Poona, June 13. The military authorities have received an urgent message from Bombay asking that a battalion of Mahatras be sent to Bombay immediately.

It is stated that troops are also being urgently summoned from other places, presumably in connexion with the enforcement of the anti-picketing ordinance next week.—Reuter.

MORE DEFiance.

Bombay, June 13. In pursuance of the campaign for widespread defiance of the anti-picketing ordinance, the Bombay Congress Committee began picketing of the mill area in the city. Two hundred and fifty volunteers were posted in 120 liquor shops and ordered to prostrate themselves in front of all customers who did not heed their requests not to enter.

They had not to do this very often, however, as most of the millworkers kept away from the liquor shops.—Reuter.

TARIFF BILL GETS THROUGH.

MAJORITY OF TWO IN THE AMERICAN SENATE.

Washington, June 13. The Tariff Bill, over which there has been considerable controversy, was adopted by the Senate to-day by the narrowest of margins. The voting was:

For 44
Against 42
Majority 2

The vote in the Senate ensures the approval of Congress for the measure.

Senator Watson, the majority leader, declared before the vote that if the Bill was passed America would be on the up grade financially, economically and commercially within a month. Within a year, he forecast, the country would have regained the peak of prosperity position which was lost last October.—Reuter's American Service.

RECONCILIATION IN RUMANIA.

QUEEN MARIE SUCCESSFUL IN MEDIATIONS.

Bucharest, June 13. The leader of the Peasant Party, Dr. Maniu, has formed a Cabinet with Mironescu as Minister for Foreign Affairs. The complexion of the new Cabinet is largely of the Peasant Party, but includes Manolescu, a personal friend of King Carol, who is given the portfolio of Public Works.

Queen Marie is credited to be very active mediating with Queen Helen and it is reported that she successfully sealed a reconciliation at a dinner at Cotroceni Palace, at which all members of the Royal Family were present.—Reuter.

FAIR WEATHER.

The local weather forecast till noon to-morrow is—South-west winds, moderate; fair.

HIGHWAY ROBBERY.

CHINESE HELD UP BY FOOTPADS.

Four men are implicated in a highway robbery which occurred shortly after 8 o'clock last night at King's Park.

The police were informed that while walking through King's Park, a Chinese living at 112, Portland Street, was stopped by four other men who insisted on searching him. They took from him a sum of \$2.70 in ten-cent pieces, a pocket book, and two pawn tickets. Not satisfied with these, they divested him of his jacket, the value of which, however, was trifling.

When he plucked up courage and ventured to ask for the return of the pawn tickets, as being of no value to them, the footpads told him to "get away or he would be killed." They then walked away.

BODY FOUND UNDER DEBRIS.

WOMAN KILLED IN COLLAPSE.

After being buried in the debris for over twenty hours, the body of a Chinese woman, aged about fifty, was found under the bricks and timbers at the Shaiyung Market, a portion of which collapsed on Thursday evening.

Since the occurrence of the mishap, men from the Public Works Department and the Central Fire Brigade have been engaged in removing the debris and at about four o'clock yesterday they found the body, which is believed to be the only casualty. The deceased held a small parcel in her hand and it appears that she was amongst the late visitors to the market when part of the building suddenly collapsed.

YEARS TO GET A PHOTOGRAPH.

SUNRISE OVER WINDSOR CASTLE.

After attempts extending over 30 years, Mr. Samuel Logan, of High-street, Slough, Buckinghamshire, has at last been able to take a photograph of Windsor Castle at sunrise.

It is only for about a fortnight in each year that the sun rises behind the castle in the position that makes such a photograph possible. Mr. Logan was in his young days an apprentice to photographers at Eton. Although he had been trying nearly every year to secure the picture, following his first attempt some 30 years ago, he has only lately succeeded.

The photograph was brought to the notice of the Queen and she expressed her desire to have a copy. She has accepted an enlargement.

Mr. Logan said: "Something was always wrong when I tried to take the photograph in past years. Either the ferry punts on the Eton side of the river were not in the right place, or the water was too rough, or the swans were not where they should be, or there would be a far greater number than desired."

Landlord—"Rent, please." Tenant—"I'm very sorry, I can only give you half-a-crown this week."

Landlord—"You know that's not the proper rent." Tenant—"Well, sir, it's been a bit of a wrench, but I've had to sell the pantry door for that."

A little boy was asked by his Sunday school teacher which character in the school work he liked best.

His answer was—"The Jew that pinched the priest's watch."

THE SUNDAY JOINT SLUMP.

WEEK-END MOTORING HABIT BLAMED.

The motor-car is playing havoc with the traditional roast beef of old England. The Sunday joint is not nearly so popular, for in these motoring days people are not at home to eat it.

A number of butchers.

"People whom I have relied on for years to take a decent-sized leg of mutton, or sirloin of beef every Saturday," one butcher said, "are now letting me down."

"They tell the boy who calls for the order that they are going to Brighton or somewhere on Sunday, and that there will be nothing to-day, thank you."

"They go round the corner and buy some ham for sandwiches, or to the grocer's for a lot of tinned stuff, and rely on a bit of bread and cheese for supper when they come home."

"Or else they stop at some hotel on the way for lunch and then come to me on Monday, moan about the awful food, and expect me to be sympathetic."

Grocers, on the contrary, have a good time. Tinned fruit, gilds tongues, corned beef and such edibles are in brisk demand on Saturday nights, while opportunists who make up complete picnic and luncheon baskets furnished with special cardboard plates, drinking vessels and cutlery find a ready sale.

The Very Idea!

Wee Jamie clambered on to his granddad's knee and fondly murmured:

"Gran'fayther, gran'fayther."

"Aye."

"When you're dead, can I get to ride on your hearse?"

If I am ever in doubt as to what is happening in my own home, I need only turn to the gossip in the Daily Wonder.—The Duke of York.

Men are beginning to wonder whether civilisation is worth the cost that has been paid for it.—The Rev. H. I. James.

Many a pauper with an indefinable quality of taste is far richer than the people who possess the greatest amount of things in the country.—Mr. Ramsay Macdonald.

Have you ever seen a lion at the Zoo unable to chase from his cage a mob of sparrows? I have sometimes thought that children and fairies are my sparrows, and that I am that badgered lion.—Sir James Barrie.

"Don't let us, in this House, try to keep a fool and his money together."—Captain Waterhouse, M.P., on the Mock Auctions Bill.]

Isn't it funny How fools and their money Can never be long kept together?

For the fool must keep spending On follies unending Till he reaches the end of his tether.

When he thinks he is gaining He can't be refraining. He feels so delightfully clever. But, however, he may suffer, The genuine duffer Remains just as foolish as ever.

If he isn't too silly, He learns, willy-nilly, There are snags in the "bargains" of strangers. And, though filled with distress on The whole gets a lesson Of value in subsequent dangers.

So we need not correct him, Or strive to protect him, It's his cash if he chooses to play with it.

His loss seldom grieves us, The one thing that piques us, Is seeing the "crook" get away with it.

First Typist—"What on earth's the matter with the boss this morning. He's acting like a wild bull."

Second Typist—"He's crazy. Lost his lease, and can't find another place."

"Oh, I see! Out of site, out of mind!"

Landlord—"Rent, please." Tenant—"I'm very sorry, I can only give you half-a-crown this week."

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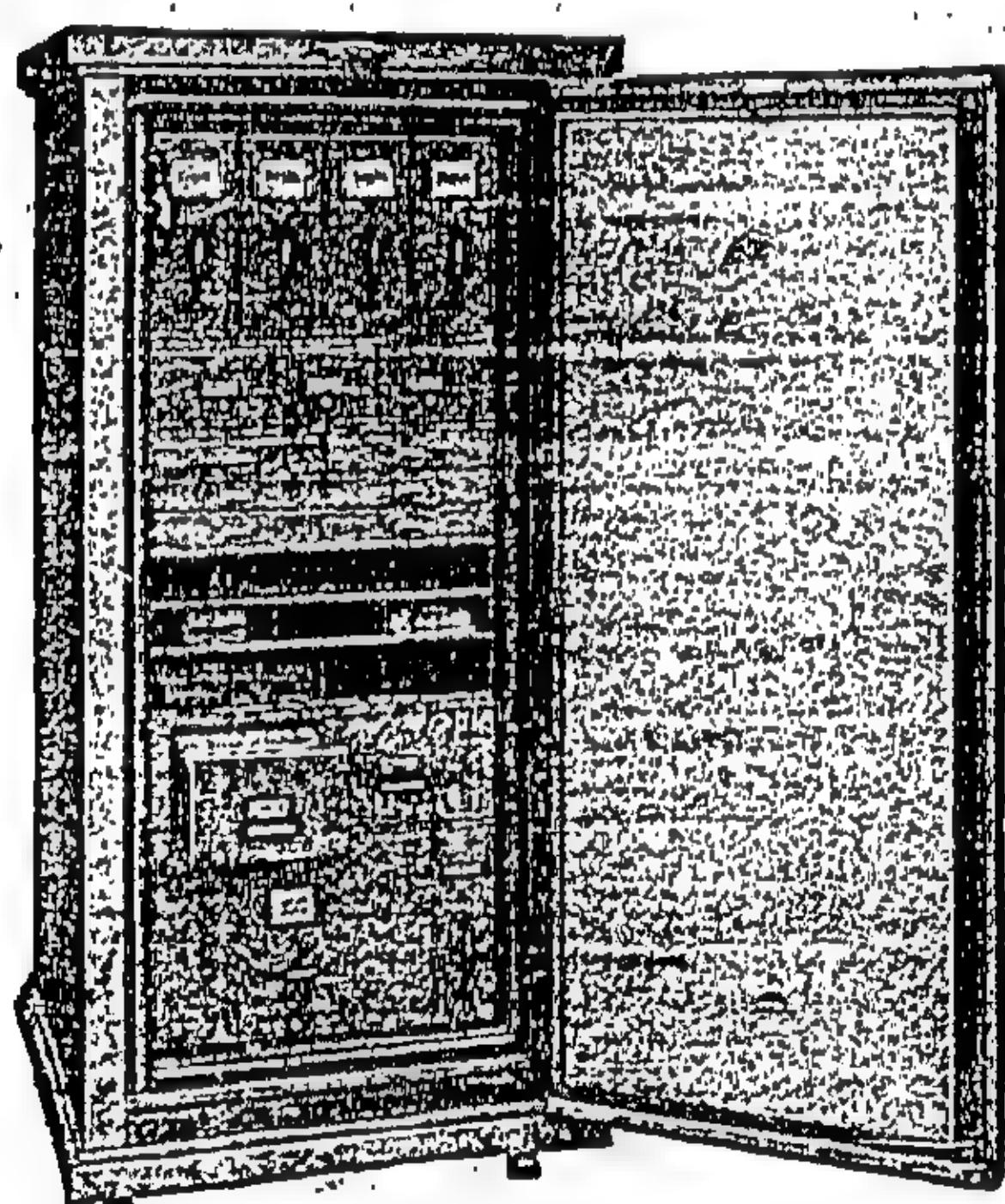
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MICHELIN

FAIRMOTORIST KILLED.

(Continued from Page 1.)

While travelling at a great speed on Tuesday, a steel propeller became flattened out at the tip of the plate. When the boat returned to the shore, Sir Henry said he was delighted that the damage was not more serious.

On Wednesday evening, when a speed of 101.09 m.p.h. was attained, the temporary propeller broke.

On Thursday, the boat narrowly escaped disaster when the blade of a new propeller, which was fitted on only five minutes before, broke off and grazed the bottom of the boat. Segrave then said that it was very lucky that the blade did not come right through the bottom of the boat.—Rutter.

Further Details.

London, June 13. Sir Henry Segrave was badly injured when his speedboat "Miss England the Second" capsized on Lake Windermere this afternoon, and he died later. Mr. Halliwell, his mechanic, was drowned, and Mr. Wilcock, Engineer-in-Charge was injured. The speedboat sank. The disaster occurred while Segrave was making a trial run preparatory to a formal attempt on the world's water speed record.

It is learned that Segrave's injuries included two broken arms, a broken leg and broken ribs, one of which perforated the lung.

Segrave took "Miss England the Second" with her huge engines out to the Lake at two o'clock. Thousands of people lined the shores, while many were in small boats on the Lake.

The speedboat started on her first trial, fitted with a bronze propeller brought from London to replace the one broken yesterday. Within a few seconds, the boat was travelling at a terrific speed.

After covering a measured mile up the Lake, she turned and there was another terrific burst of speed as she covered the mile down the Lake.

For the third time, the boat turned and travelled at almost her maximum speed. The roar of her giant engines echoed from one shore to another. Then she seemed to accelerate.

The Disaster.

Suddenly the great mass of machinery enclosed in its slim white shell seemed to swerve violently and plunge beneath the water. People on either side screamed. A huge mass of white spray went up and it was several seconds before the graceful craft was seen again.

Then the sight was worse than the greatest fears. The boat emerged bottom upwards with a large hole in the hull. A dozen speed boats rushed her.

Wilcock was the first to be dragged from the water. He was badly injured over the eyes, and his thigh was broken. Segrave was picked up unconscious within a few seconds. Both were taken ashore and sent to hospital.

Segrave was saved by Mr. King, who was in one of the motor-boats first on the scene. Mr. King dived in fully clothed and brought Segrave to the side of his boat. A lady in the boat helped to drag both men in.

The body of Halliwell has not yet been recovered. There was no one else in the boat.

Theories Advanced.

Several theories are being advanced regarding the cause of the disaster. One eye-witness says that "the step" on the bottom of the boat suddenly seemed to burst and the boat swerved terribly before capsizing. Another view is that the boat hit a piece of driftwood which would have been sufficient.

After the disaster the Time-keepers announced officially that "Miss England" beat the world's speed record during her first two runs with a mean speed of 98.76 miles per hour, against the previous best of 93.4 miles set up by the American Mr. Gar Wood. The speed on the first run was 96.41 miles per hour and on second run 101.11 miles. The figures of the new record will be forwarded to the International Marine Yachting Union for official recognition as a new world record.—British Wires.

Deceased's Career.

The late Sir Henry O. D. Segrave, air officer and motor-car record-breaker, was born in the United States in 1889, his father being Charles Segrave, an Englishman. He was educated at Eton and Sandhurst. When the world-war began he was at school, but in 1917 he joined the Royal Air Force.

After serving as a member of one of the air missions to America he went into active service with one of the famous scout aeroplanes. In an encounter with enemy airmen, however, he was shot down when flying at a height of 8,000 ft. and badly injured. When he got out of hospital, he became Secretary to the Minister for Air.

SHARE PRICES.

TODAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Bank.

Hongkong Bank, \$1510 s
Chartered Bank, £171 n.
Mercantile & B., £29 n.
East Asia, \$121 b.

Insurances.

Canton Ins., \$950 n.
Union Ins., \$470 s.
North China Ins., Tls. 160
Yangtze Ins., \$50 n.
China Underwriters, \$3.
China Fires, \$400 b.
H. K. Fire Ins., \$955 b.

Shipping.

Douglas, \$331 b.
H. K. Steam-oats, \$26 s.
Indo-China, (Def.) \$40 n.
Union Waterboats \$33 n.

Mining.

Benguet, \$33 b.
Kailan, 41 3 n.
Langkawi, Tls. 13.10 n.
Shai Explorations, Tls. 1.30 b.
Rauba, \$25 b.
Tronohs, \$21/- n.

Docks, etc.

Kowloon Wharves, \$172 s
Whampoa Docks, \$40 1/2 n.
China Provident, \$5 60 s.
Hongkong, Tls. 265 b.
New Enquerungs, Tls. 8 b
Shanghai Docks, Tls. 133 n.

Cottons.

Ewe Cottons, Tls. 13.25 sa
Shai Cottons, Tls. 86 (old) n

Lands, Hotels, etc.

H. and S. Hotels, \$12 25 b
H. K. Lands, \$44 b
Shai Lands Tls. 295 b
Humphreys, \$16 60 sa.
Realities, \$10.6 s
Chinese Estates \$98 s

Public Utilities.

Tramways \$2 20 b
Peak Trams (old) \$121 b
Star Ferries, \$86 s
China Lights, (old) \$27 b
H. K. Electric, \$19 1/2 b
Macao Electric, \$23 n
Telephones \$17 35 b
China Buses, Tls. 19 1/2 b
Singapore Traction, 10/-

Industrials.

China Sugars, \$1. s
Malabons, \$27 n
Cald. Macq. Ord., Tls. 11.25
Canton Ices, \$2.50 n
Cements (Comb.) \$17.60 sa
Ropes \$8.90 b
United Asbestos \$5 b

Stores, etc.

Dairy Farms, \$251 b
Watsons, \$13. n
Der. A. Wings, \$1 b
Lane Crawford, \$3.70 s
Mackintosh, \$18 b
Sinceres, \$12.75 b

Miscellaneous.

Amusements, \$291 n
Constructions, \$19 1/2 b
B'que Ind. G. Bonds, 69% b
H. K. G. Loan 9 1/2% Pram

At the end of the war with the rank of Major he turned to motor-racing and came into prominence at Brooklands by winning the 200 miles race of the Junior Car Club. His services were then retained by a motorcar firm and he figured in all the Continental races of 1922. Next year he won the French Grand Prix at Tours—the first British driver to gain this prize—and in 1924 he secured the Spanish Grand Prix.

He then had a special car built for him secretly and with this in March 1926, he did a mile at 156 miles an hour—an extraordinary speed at that time. This, however, was not fast enough for Segrave. By March 1927, he was at Daytona Beach, Florida, with a 1,000 h.p. car and made a record of 203.792 m.p.h. for a mile with a flying start. Actually in one part of the run he did 207 m.p.h. but a world's record is reckoned on the average of a double journey—one in each direction.

This achievement was beaten by Keoch on the same course with 207.552 m.p.h. With the aim of eclipsing this record Segrave went to Daytona in Feb. 1929, with a car, the "Golden Arrow," so finely streamlined that it has been likened to a "badly squashed Jozenge." With this he did a speed of over 231 m.p.h.

Since that achievement he has concentrated largely on motor boat racing and during last year won innumerable events with "Miss England the First." That craft was equipped with a 900 horse power Napier aeroplane engine. At the Lido last year the boat won races at 92.8 miles an hour and at 93.5 miles an hour. Sir Henry Segrave won the European speed championship and the German championship with the boat.

COUNTY CRICKET MATCHES.

(Continued from Page 1.)

Leicester v. Surrey.

Armstrong scored 147 of the total of 275 made by Leicestershire in their first innings when Allom and Gregory were in good form with the ball. The former took four for 54 and the latter four for 37. Surrey replied with the very modest total of 168, Sandham making 76 of these. Geary took four for 17 and Astill four for 48. Leicester utterly collapsed in the second innings and it became a question of anybody's match. Leicester made only 99, Gregory taking five of the wickets for only 34 runs. Surrey, however, with an excellent chance of winning, failed just as miserably as their opponents, being dismissed for 104. Astill took seven wickets for 32 runs.

Derby v. Northants.

This proved to be another very low scoring match, Derby making 214 in the first innings when Clark took five wickets for 68 runs. Northants replied with 93, Mitchell taking six for 28. Derby's batsmen failed in the second innings which closed with 123 on the board, Matthews having taken four for 27. Northants, wanting less than 250 to win, failed to get anywhere near this total, the side being sent back for 178. Mitchell took four for 43.

Gloucester v. Kent.

Gloucester made 198 in the first innings, Freeman taking six wickets for 97. Kent replied with 174, Parker playing havoc with the wickets and taking six for 78. In their second knock Gloucester made 245, eight of the batsmen failing to the wiles of Freeman who came out with the average of eight for 101. Kent made 166 in their second knock, Parker this time taking five for 23.

To-Day's Matches.

The following matches are starting to-day:

- Lord's—Middlesex v. Yorkshire.
- Leyton—Essex v. Northants.
- Tunbridge—Kent v. Derbyshire.
- Southampton—Hampshire v. Gloucester (Mead's benefit).
- Cardiff—Glamorgan v. Notts.
- Manchester—Lancashire v. Surrey.
- Horsesham—Sussex v. Leicester.
- Dudley—Worcester v. Warwick.

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Sir Charles might have taken the argument to a more logical climax.

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 Glorious music
 Sparkling comedy
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 Perfect cast



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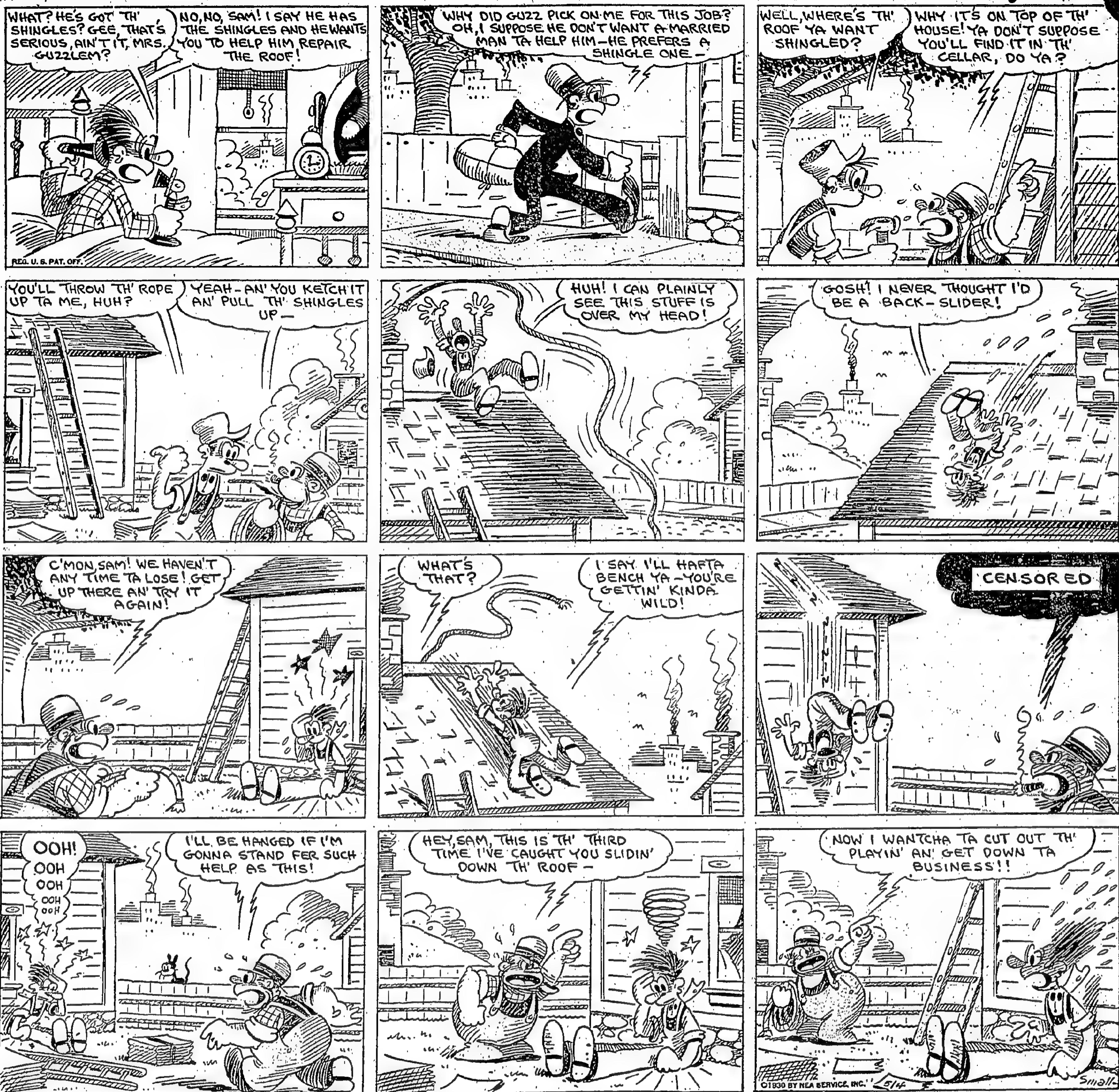
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A MARION Car covered 50,000 miles without decarbonisation on CASTROL CW in the Rapson-Marmot Trial under the Official Observation of the Automobile Club de France, breaking Seven World's Records and recording a consumption of 4,500 miles per gallon!

30,000 MILES WITHOUT DECARBONISING!

An INVICTA Car covered 30,000 miles in less than 30 minutes on CASTROL XXL without decarbonisation, under the Official Observation of the Royal Automobile Club, gaining the Dewar Trophy for the best performance of 1929. Note that CASTROL XXL is a full-bodied oil of unrivalled lubricating properties and not a light oil which might be expected to burn away and so leave little carbon!

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THE HUSBAND HUNTER

BY RUTH DEWEY GROVES

CHAPTER XXII.

Phillipa and Alan had some very good times together. She discovered the things he liked to do but hadn't. There were several museums he had wanted for years to visit sometime. A few churches of special interest and certain old buildings of historical interest.

Brooklyn Bridge. To walk across it had been a suppressed desire for ever so long. A beautiful mid-winter day came and he and Phillipa walked across the bridge. She was as bright and sparkling as the day.

Alan was impressed with her vitality. She had been up since seven o'clock—so she told him. It was the one morning on which her mother could sleep late.

"Dad always wants his breakfast early, no matter what day it is," she explained, adding laughingly: "Sunday is wasted on him."

"You certainly do get a kick out of life, don't you?" Alan remarked after musing a while on the things they had done together, while Phillipa walked with him in silence.

She did not answer him, sensing he had more to say. "You love the theatre and dancing," he went on reflectively, "and yet you don't grumble when I get fed up on them a bit and want something like this."

He waved his hand to indicate the change in their recreation and Phillipa understood all that the gesture was meant to convey.

But still she did not answer. Alan talked on, telling her how necessary it was to have a companion spirit if pet ideas were to be shared; how impossible it was to enjoy life alone, or with a person of dissimilar tastes.

Finally her unusual silence caught his attention. He drew his gaze away from the river view and looked down at her. She was not tall—just an appealing height to Alan's mind. He wanted to be leaned on, and Phillipa had been giving a good performance of a girl who could stand up alone just so far and no farther.

He saw at once she was depressed. It was a quick change, but when he asked her what was wrong she insisted there was nothing the matter.

"Phillipa, what is it?" Alan pressed.

For answer Phillipa slid her hand down his arm until she found his palm, where she nestled her fingers confidently and left them there.

"Please," Alan pleaded.

"I've never had anyone to enjoy things with before," Phillipa said with sudden warmth. "I mean all sorts of things. Some men like the shows and night clubs and some like exploring a city the way we've been doing, but it's hard to find a man who likes everything."

"That's just what I've been saying about girls," Alan reminded her.

"And now that we have found out what wonderful times we can have together, we have to give it up," Phillipa told him, her voice filled with rebellion.

"Give it up?" Alan echoed vacantly.

Phillip nodded. "Don't you hate interference?" she asked, her well-simulated anger mounting rapidly.

"I don't know what you're talking about," Alan informed her.

"You might guess," she returned.

"It's Mother and Dad, of course. They're kicking about my going out with you."

Well, if a fellow couldn't be sure of how he really felt about such things, or of the future, why not gamble? Why not take what was to be had? Why worry about the future?

The danger of answering these questions while in a mood of depression did not appear to Alan. They were comforting to his hopelessness. To say "Why not?" to them made it easier for him to face things with Phillipa.

He'd felt a bit of a cad about her at times. He didn't want to confess that he still suffered over Natalie, and yet he felt sure she should know. But shirking the responsibility of admitting the truth, and crying "Fate," was less emotionally upsetting.

"They don't want you to give up your position, do they?" Alan asked fearfully. The bare thought of losing her services in the office dismayed him.

"Oh no, of course not. They are not as absurd as that, Alan," Phillipa calmed him. "But they do ob-

ject to my going out with you." She paused and sighed heavily. "Because you're a married man."

She pulled away from him a little and waited with bated breath for what he would say to her. His hand tightened on her fingers and she smiled the faintest bit. She easily imagined the compressing of his lips that usually preceded a speech of determination from him.

"Suppose you tell them that I'm not a married man?" he said quietly.

Phillipa took time to think before answering. She knew he was not suggesting that she deceive her parents. What then?

Her heart gave a joyous bound as the obvious answer came to her. His marriage was purely nominal. He was telling her, and he wished her to tell her parents that it did not count. It was only a matter of time before it would be non-existent. He must mean that Natalie was going to divorce him, since he could not divorce her without leaving the state.

She looked up at him. "What do you mean, Alan?" she asked gravely.

Her question acted as a stop sign for Alan. It brought him to a moment halt, let him see his conduct as another person might view it.

What did he mean? That was the crux of the whole matter, although he had not realized it before. What did he mean? What was he saying to this girl? What was he going to do about her?

For a moment he wavered, afraid to go ahead upon the way he had chosen. It might be all a mistake. The past perhaps held more restraining influence upon him than he knew. He could surmise this, least it. And yet he felt defiant.

His decision to go on was quickly made. Phillipa did not know that he had been in a struggle with himself, so brief was it and so prompt his reply to her question.

"I mean that I feel free to think of you as I do, Phillipa," he said. Phillipa continued to look at him, and wait. They had stopped walking, following an instinctive urge to stand and face what both knew to be a crisis.

Alan swept his gaze over the skyline of the towering city that reared before them and turned back to his companion. The city was too tangible to be real; the girl was palpably genuine. He could come close to her, understand her. She had little or none of the exclusiveness of soul that separated him from Natalie.

She was woman—man's woman. She could give. Love would be a medium of exchange with her, not a commodity that must be brought to her with ceremony and ritual on her own terms. In her eyes lay the promise of adulation for her mate. At any rate it seemed so to Alan, inspired to such thinking by his heart hunger and his disappointment in Natalie.

He had no great love to offer Phillipa, but he could give her loyalty and faithfulness, companionship and interest. He did admire and respect her, did like her and think she was adorable, sweet, desirable.

And it was stupid to say that he could never love again. No one's future was predictable. He remembered having told Natalie that he'd marry only once. Now he knew that he meant he could love only one woman at a time, at least that he told himself as he studied Phillipa's innocent countenance, was what he thought he meant. Perhaps tomorrow—next day—next year—it would be different and he would know he hadn't meant that at all.

Well, if a fellow couldn't be sure of how he really felt about such things, or of the future, why not gamble? Why not take what was to be had? Why worry about the future?

The danger of answering these questions while in a mood of depression did not appear to Alan. They were comforting to his hopelessness. To say "Why not?" to them made it easier for him to face things with Phillipa.

"You needn't say it," she cried. "I know. They don't understand that we're only just good friends, Alan. And their standard is out of date, it's true. But I've always let them tell me what to do, and now . . . now I haven't the courage to go against them."

"They don't want you to give up your position, do they?" Alan asked fearfully. The bare thought of losing her services in the office dismayed him.

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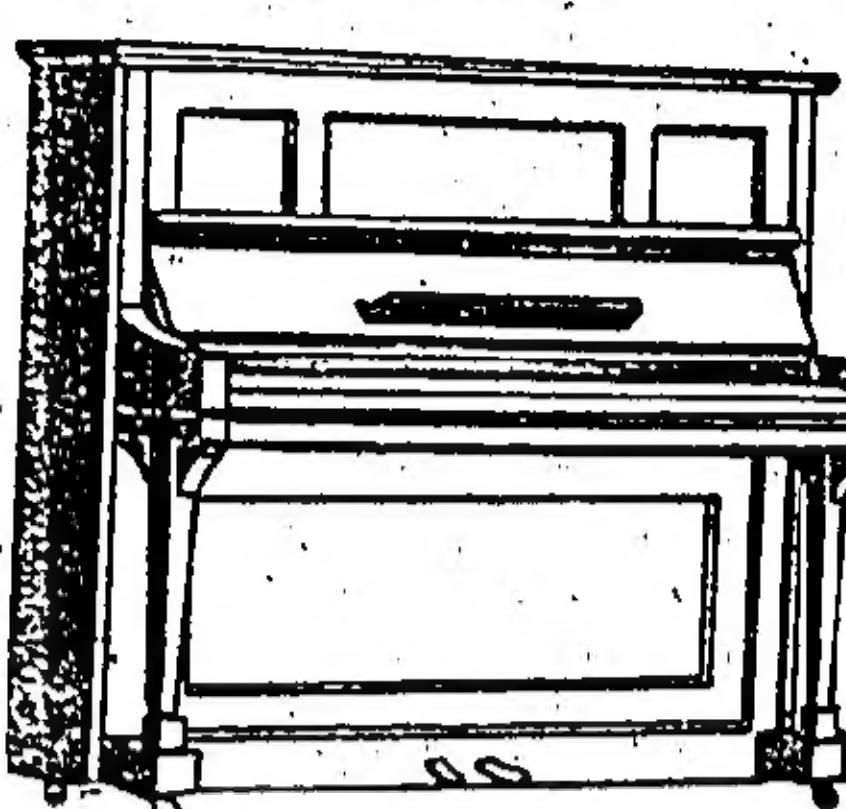
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TO SINGAPORE PENANG & CALCUTTA	Namyang	Wed. 25th June at 3 p.m.
	Kutsang	Tues. 8th July at 3 p.m.
	Hosang	Satur. 19th July at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Kutsang	Fri. 17th June at 10 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Hosang	Sun. 29th June at 7 a.m.
TO SANDAKAN	Yuensang	Wed. 9th July at 7 a.m.
TO TIENSIN via SWATOW & FOOCHOW	Hinsang	Satur. 21st June at 3 p.m.
	Mausang	Sun. 6th July at noon.
	Chipshing	Sun. 15th June at 7 a.m.
	Cheongching	Fri. 20th June at 7 a.m.

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TRAGIC "CHAIN" LETTER.**WIDOW GASSED AFTER BAD LUCK HINT.****A PATHETIC NOTE.**

A tragedy following a "chain" letter, received by a distraught woman, was revealed at a Westminster inquest.

The victim was Mrs. Charlotte Durrant Castle, aged 49, widow of a master tailor, who was found gassed in her home in Jermyn-street, W.

Evidence was given that Mrs. Castle's husband died two years ago after being ill for 20 years. She had struggled to carry on his business and to pay off her creditors. Her business did not prosper and she was unable to meet their demands.

Added to the death of her husband came the news that a brother who was ill was not expected to live.

Mr. Sidney Jones, a member of a firm of accountants, of Waterloo, E.C., said when Mr. Castle died the estate was insolvent. There was £400 in book debts and an arrangement was made for the payment of 4s. in the £.

The firm owed just over £2,000, but the book debts realised only £70.

On May 10—four days before her death—Mrs. Castle received what was called a "chain" letter.

Such letters, said Mr. Jones, would have a damaging effect on a woman like Mrs. Castle. He had received one like it that morning. They were objectless letters, and did not ask for money.

The "Chain" Letter.

Mr. Ingleby Oddie, the coroner, read the "chain" letter which ran:

"Flanders Chain of Good Luck. This was sent to me, and I send it to you within 24 hours so that the chain will not be broken."

"Make three copies, and send to people whom you know, to wish good-luck."

"This chain was started by an officer. It goes round the world three times. Do not stop."

"On the fourth day after receiving it good luck will befall you."

The letter went on to say that if Mrs. Castle kept the letter she would have bad luck.

Mr. Oddie, commenting on what he described as "this ridiculous chain letter," said, "I daresay it worried the woman at a time when she could not stand more worry, and she took her life."

On the couch in her room Mrs. Castle had left a letter addressed to the woman who did her daily work. It read as follows:

"Dear Mrs. Mack,—This terrible worry and strain of the business I cannot stand. I have tried, but on the financial side I have failed. 'Why was my dear daddy taken from me, leaving me to lead this lonely life?'

"The loneliness is too awful for words. My heart is broken for him, and my so-called friends—where are they in my terrible trouble?

"I hope my dear brother won't linger much longer. Good-bye, one of God's good women."

Then, said Mr. Oddie, Mrs. Castle had written a quotation from Eli Wheeler Wilcox:

"Laugh, and the world laughs with you.

"Weep, and you weep alone," and the words "Oh, my head, it is throbbing to-night."

THE WATER-POLO LEAGUE.**ONE-SIDED GAME PLAYED YESTERDAY.**

The Victoria Recreation Club's goalie had a day off yesterday. He touched the ball once during the second division game against the 12th Heavy Battery, R.A., and neither he nor either of the backs was needed, nor rarely did the Service men get within shooting distance. The final score, 15 goals to nil, was indicative of how completely they were outclassed.

The military team floundered all over the bath, were always beaten for the ball, and when they did secure it they fumbled it badly.

The teams were:

V. R. C.—B. Gosano, W. Foraita, H. M. Remedios, E. Zimmern, W. Lawrence, L. Roza Pereira.

Heavy Battery—Moore, Emery, Hesketh, Haywood, Brooks, Leader, Watson.

Mr. Weyman was referee.

Zimmern had put the V. R. C. one up practically before the sound of the opening whistle had died away. Lawrence shot home a minute or so later, and then Roza Pereira, an elusive as ever, took a hand, and the trio rained a downpour on the net, which the Battery goalie was wholly ineffectual in stopping, though no fault of his own, for support from the other six men was lacking. Roza Pereira capped pretty pieces of work with goals just before the first bell, when they had put on seven goals, while the army men still had a blank sheet. Hesketh was ordered out for moving after the whistle a second or so before half-time.

The V. R. C. were equally effective after the change over, and Lawrence, Remedios, Zimmern and Roza Pereira kept up their fusillade. They added another eight goals. The only chance of scoring for the Battery had been a header by Hesketh.

Somersets and the Royal Artillery played the second division game that was postponed last Monday. The Artillery scored one goal in the first half, but the Somersets put four on in the second in quick succession, and won four to one.

The first division game between the Chinese Bathing Club and the China Athletic Club was forfeited to the latter, the C. B. C. failing to find a team.

TENNIS LEAGUE.**UNIVERSITY DEFEAT THE KOWLOON C.C.**

The Hongkong University "C" team beat the K.C.C. "C" in a league tennis match yesterday, on the K.C.C. ground, by 6 sets to 3. The match was postponed from Wednesday owing to rain. Scores:

H. P. Kho and P. P. Kho (University) beat Hedley and Mackay 6-1, beat Burnett and Brown 8-6.

K. K. Kho and Y. K. Ng lost to Hedley and Mackay 1-6, beat Jackson and Chubb 6-4, lost to Burnett and Brown 8-10.

L. A. Silva and Y. L. Pao beat Hedley and Mackay 6-3, beat Jackson and Chubb 6-3, lost to Burnett and Brown 4-6.

FANLING GOLF.**STARTING TIMES FOR THE OLD COURSE.**

The following starting times have been drawn for the old course at Fanling to-morrow:

9.15 a.m. D. G. Burleigh, A. N. Other.

9.20 a.m. D. J. Keogh, J. D. Thompson.

9.24 a.m. O. Eager, A. D. Humphreys.

9.28 a.m. I. H. Geare, W. C. Shields.

9.32 a.m. C. C. Stark, R. Young.

9.36 a.m. C. Mycock, Dr. Dovey.

9.40 a.m. C. I. Bowker, J. R. Collis.

9.44 a.m. H. C. Shrubsole, J. S. Dykes.

Bucharest, June 13.

General Prensan having failed to form a Coalition Government, owing to the refusal of the Liberals to support him, King Carol has again summoned the ex-Premier, M. Maniu, the National Peasant Party leader, who has agreed to form a Government.

He was coloured sued the promoters and won his case.

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Pres. Madison ... Tues., July 1 Pres. Madison ... Tues., July 8

Pres. Pierce ... Tues., July 15 Pres. Jackson ... Tues., July 22

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Pres. Johnson Sun., Jun. 16, 8 a.m. Pres. Burne Sun., July 27, 8 a.m.

Pres. Fillmore ... Jun. 29, 8 a.m. Pres. Garfield S., Aug. 10, 8 a.m.

Pres. Wilson ... July 13, 8 a.m. Pres. Folk ... Sun., Aug. 24, 8 a.m.

To Manila

Pres. Lincoln ... June 17, 6 p.m. Pres. Pierce ... July 5, 6 p.m.

Pres. Cleveland ... June 21, 6 p.m. Pres. Jackson ... July 15, 6 p.m.

Pres. Madison ... July 1, 6 p.m. Pres. Taft ... July 19, 6 p.m.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June, 1930 will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 4th July, 1930 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, 1930 at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 13th June, 1930.

CONSIGNEES' NOTICES.

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THE NORWEGIAN AFRICA & AUSTRALIA LINE.

The Motorship,

"TUDOR"

having arrived from Norway via ports on the 10th June, Consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the 20th June, 1930 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the godown where they will be examined on the 16th June, at 10 a.m., by our Surveyors, Messrs. Anderson & Ashe.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

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THORESEN & CO., LTD., Agents.

Hongkong, 10th June, 1930.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps orders of Major H. B. L. Dowbiggin. Parades.

(a) Battery. There will be a lecture at 5.30 p.m. at Headquarters on Thursday, June 19th, on the principles of gunnery.

(b) Engineer Company. A team of eight of this Company has arranged a shoot with the R.E. at Stonecutters Range on Sunday, 15th June, 1930. The Dowdell's launch will leave Queen's Pier at 8.50 a.m. and Kowloon Police Pier at 9 a.m.

(c) Corps Signals. Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, June 19th.

(d) Machine Gun Troop. Parade at Causeway Bay Stables at 5.30 p.m. on Thursday, 19th June, for Troop Drill.

Sgt. G. Davidson, L/Cpl. R.J.F.C. Grieve, Tprs. E. G. Dale, W. Harris-Walker and I. G. Allison will parade at Volunteer Headquarters at 5.15 p.m. sharp, in order to proceed to Kennedy Road Range to fire Part I Machine Gun Course.

(e) Armoured Car Company. Car Section and Motor Cycle Section will parade at 5.30 p.m. on Friday, 20th June.

(f) Machine Gun Company. Officers and Sec. Serpts. Nos. 2 & 3 Platoons will meet in Lecture Room at 5.30 p.m. on 17th instant.

(g) Scottish Company. Parades Thursday, 19th June, 1930. Machine Gun Instruction.

No. 6 Platoon at Kowloon Dock under Lt. G. Duncan, M.B.E.

(h) Portuguese Company. Church Parade. The Company will hold its Annual Church Parade on Sunday, June 22nd, when all ranks are expected to be present. Details will be issued later.

Rifles And Bayonets.

All rifles, bayonets and scabbards will be handed into Store as soon as possible for the Annual Inspection by the Armourer.

All the above must be in a thoroughly clean condition, when handed in. (repeated).

Parade Attendances.

In future Officers Commanding Companies, etc., will inform the Adjutant in writing of the names of those who have attended each evening.

This must be done immediately on the termination of each parade. (repeated).

Corps Lecture Room.

Officers Commanding Companies will please forward to the Adjutant by 9 a.m. on 18th instant returns showing when and at what hours they will require the use of Corps Lecture Room from now until the end of the Hot Weather Training season.

Corps Lecture Room—Allocation Of.

The Lecture Room is allotted to The Battery on every Thursday evening commencing from 12th instant until further notice.

Allotment of Ranges.

Ranges are allotted to The Portuguese Company as follows:—during the Hot Weather Training period:—

Peak Range.—On the last Sunday in each month.

Kennedy Road Range.—On 1st & 2nd Fridays in each month.

Appointments.

Captain R.C. Strachey, M.C., 1st Battalion The Somerset Light Infantry (Prince Albert's), relinquishes the appointment of Acting Adjutant as from 31st May, 1930.

Duties.

Captain W. H. G. Gutter, D.S.O., M.C., The Queen's Own Royal West Kent Regiment, assumes the duties of Adjutant, H.K.V.D.C., with effect from

AMERICAN MYTH EXPLDED.

FIRST DEPARTMENT STORE WAS ENGLISH.

Captain G. H. Pennefather, of the Anhui, has retired. Captain R. H. G. Ashby, from reserve, has gone master, Anhui.

Mr. A. I. Campbell, extra second officer, Hsin Peking, has resigned from the C. N. Co.

Mr. R. L. Stenner has been appointed extra second officer, Tsinan.

Mr. R. Firkins has been appointed extra second officer, Shengking.

Mr. J. M. Hall, chief officer, Yingchow, has gone chief officer, Wangpu.

Mr. W. F. Bruce, chief officer, Wangpu, has gone chief officer, Yingchow.

The building generally pointed out to tourists on a highway near Duxburg, Massachusetts, as the first "department store" in America was not, in the stricter sense, a department store at all," Professor Elwell says.

"It was a general store," larger than the average type, but of the type still found at every crossroads.

"The founder of the Duxburg store must, however, be given credit for coining the term 'department store,' by which he proudly designated his emporium when he catered for the simple tastes of the Cabots and Lowell's in 1880.

"Whiteley, however, rightly appropriated the title for his store where he added department after department until he had one of the largest mercantile establishments in England."

"American shopkeepers were quick to appreciate his idea and copy it."

1st June, 1930, vice Captain R. C. Strachey, M.C., 1st Battalion The Somerset Light Infantry (Prince Albert's).

Transfer.

No. 1336 Cpl. S. E. Edgar is transferred to Machine Gun Troop from Machine Gun Company No. 2 Platoon, and reverts to Trooper as from date of this Order.

Strength.

No. 1570 Pte. G. E. J. Allen, Scottish Company, No. 7 Platoon, has been taken on the strength and posted to the Unit as from 10th June, 1930.

Struck Off The Strength.

Having left the Colony.

No. 784 Pte. R. P. Moodie, Armoured Car Company, Car Section, as from 30.5.30.

Leave.

2 Lieut. D. L. Strellet, Machine Gun Company, No. 3 Platoon, from 30.6.30 to 16.6.30.

No. 1551 Tpr. R. J. White, Machine Gun Troop, from 10.6.30 to 9.12.30.

Hongkong Flying Club.

A copy of the Articles of Association of the Hongkong Flying Club has been received and may be seen on application to Adjutant at Headquarters.

It is hoped, in the near future, to form a Flying Section of the H.K.V.D.C. As the numbers of this Section will be strictly limited, application to join will be considered in order of priority. (repeated).

(sgd.) W. H. G. GOATER, CAPTAIN, Adjutant, H. K. V. D. C.

NOTICE.

Soldiers' Club Billiards Tournament.

The above will be held at The Soldiers' Club, Hongkong, and the Corps has entered Team from the Portuguese Company.

The dates are as follows:—

1st Round—July 3rd & 4th.

2nd Round—July 23rd & 25th.

3rd Round—August 4th & 5th.

All members of the Corps wish the Team the best of luck. (repeated).

SIAMESE ROYALTY.

LUNCH WITH THE KING AND QUEEN.

London, June 13.

The Siamese Prince Damrong, with his two daughters, lunched with the King and Queen at Buckingham Palace, to-day.—Reuter.

THE CHINA COAST.

LATEST APPOINTMENTS AND CHANGES.

Captain G. H. Pennefather, of the Anhui, has retired. Captain R. H. G. Ashby, from reserve, has gone master, Anhui.

Mr. A. I. Campbell, extra second officer, Hsin Peking, has resigned from the C. N. Co.

Mr. R. L. Stenner has been appointed extra second officer, Tsinan.

Mr. R. Firkins has been appointed extra second officer, Shengking.

Mr. J. M. Hall, chief officer, Yingchow, has gone chief officer, Wangpu.

Mr. W. F. Bruce, chief officer, Wangpu, has gone chief officer, Yingchow.

Captain T. Grant, from reserve, has gone master, Hsingang. Captain D. S. Pothick, of the Hsingang, is on reserve.

Mr. H. C. Blacquiere, chief officer, Hsingang, is on reserve. Mr. V. Peterick, from reserve, has gone second officer, Hsingang.

Mr. P. McAlpine, second officer, Hsingang, has gone second officer; Hsingang. Mr. S. E. M. Haslett has been appointed second officer, Fausang. Mr. G. E. F. Beck, second officer, Fausang, has gone second officer, Hsingang.

Mr. W. A. Wickham, third officer, Hsingang, has gone third officer, Cheongshing. Mr. T. A. Goldenberg, third officer, Cheongshing, has gone second officer, same ship.

Mr. G. L. Gaskill, second officer, Foshing, has resigned from the service of the Indo-China S. N. Co.

Mr. H. M. Neilson, second officer, Cheongshing, has gone second officer, Foshing.

Mr. E. V. de Malmanche, chief officer, Walshing, is on reserve.

Mr. O. Basham, from reserve, has gone chief officer, Kungwo.

Mr. A. Jeffrey, chief engineer officer, Changchow, is on reserve. Mr. R. Carruthers, chief engineer officer, Yingchow, is on reserve.

Mr. W. S. Smith, second engineer officer, Wangpu, is on Home leave.

Mr. H. S. Beach, second engineer officer, Hsin Peking, is on Home leave.

Mr. A. B. Brown, from reserve, has gone second engineer officer, Wuhsu.

Mr. G. Maberry, from reserve, has gone second engineer officer, Hanyang.

Mr. D. McI. Campbell, from shore employment, has gone acting chief engineer officer, Kungchow. Mr. I. Robertson, chief engineer officer, Kungchow, is on reserve.

Mr. J. R. Macpherson, from reserve, has gone second engineer officer, Kwaihsing.

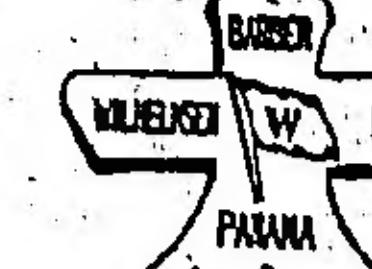
Mr. J. Fowles, from reserve, has gone third engineer officer, Sianwo. Mr. E. W. Coxon, third engineer officer, Sianwo, has gone third engineer officer, Foshing.

SIAMESE ROYALTY.

LUNCH WITH THE KING AND QUEEN.

London, June 13.

The Siamese Prince Damrong, with his two daughters, lunched with the King and Queen at Buckingham Palace, to-day.—Reuter.



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THE INDO-CHINA REVOLTS.

FRENCH MINISTER BLAMES CANTON "REDS."

GOVERNMENT POLICY.

Paris, June 13. Speaking in the Chamber, M. Pietri, Minister for the Colonies, declared that the recent disturbances in Indo-China were undoubtedly due to propaganda by Communist organisations, which were richly financed, strictly disciplined and working in connexion with Bolshevik headquarters in Canton.

He said the Government would relentlessly fight Bolshevik activities in the French Colonies, the Government's motto being: "Severity towards the leaders; leniency towards the masses."

M. Pietri concluded by stating that the French position in Indo-China had not been in any wise undermined.—Reuter.

When interviewed on his reported decision to resign—a matter which has been engaging the attention of the newspapers of the country and given rise to various speculations—M. Pasquier, the Governor-General of Indo-China, where a native attempt at revolt was recently suppressed, returned an emphatic denial that such was his intention.

The *Imperial* of Saigon reproduces the following article from its special correspondent at Hanoi, in its issue of May 26th:

A local journal has published a news item obtained, in an interview with the Governor-General at Dalat, and from M. Pasquier's own lips, to the effect that the Governor-General had never thought, above all at the present period, of leaving Indo-China. He said he had still to carry out the programme set out for the current year, that he had many questions to which to give consideration, and that he had to preside at the Grand Council when it met, and also to receive Jonkheer de Graaf, Governor-General of Dutch East Indies, when the latter visited Indo-China. His departure could not, therefore, take place before the end of the year.

This statement, by a newspaper well-known for its official connexions, can be accepted as true. It will counteract the rumours which have been circulating concerning the approaching and final departure of M. Pasquier for France and his replacement in the interim by M. Pouyanne or M. Diethelm, or the sending out to Indo-China of a military General as the next Governor-General.

NEW MINISTER.

AMERICAN APPOINTED TO SOUTH AFRICA.

Washington, June 13. President Hoover has nominated Mr. Ralph J. Totten, of Tennessee, to be American Minister in the Union of South Africa.—Reuter's American Service.

Mr. Totten was appointed Consul at Puerto Plata, Dominican Republic in 1908. He later held office at Maracaibo, Venezuela, Trieste, Austria, and Monte Video. He was Consul General at Large in the Inspection district of western Europe in 1914 and was detailed to the Department of State in 1917. During that year he was sent to the Mexican border to investigate the passport control of aliens entering America. Later he became Consul General at Barcelona.

COLONY'S FINANCES.

INCREASE IN THE CREDIT BALANCE.

Financial returns appearing in the *Gazette* show that the credit balance at the end of February was \$10,987,867.69, as against \$10,610,927.14 at the end of January.

The revenue for February was \$1,842,902, compared with \$1,795,902 for the same month last year, whilst the respective expenditure figures were \$1,465,962 and \$1,143,295.

The revenue for the first two months of the year was \$4,273,851, against \$3,949,502 last year, the respective figures for expenditure being \$2,945,835 and \$2,184,283.

NO BROADCASTING.

ZBW CLOSING DOWN FOR A DAY.

We are asked by the broadcasting station authorities to state that ZBW will be closed down tomorrow for certain repairs to be executed. There will, therefore, be no broadcasting at all tomorrow, the station closing down at 11.30 to-night until 11 a.m. on Monday morning.

RUSSIA AS SHE IS TO-DAY.

HONGKONG VISITOR'S OPINIONS.

STANDARD OF LIVING ON THE DOWN GRADE.

FEAR PREDOMINATES.

Below we give the concluding instalment of the article by a Hongkong resident regarding a recent trip made to England via the Siberian route.

A day could easily be cut off the journey if the trains were speeded up, but the indifferent state of the permanent way would not presumably permit of this. Wood is used as fuel most of the way, and a plentiful supply is kept at the side of the track.

From Manchouli to Moscow about forty stops were made and a welcome opportunity provided for walking exercise on the station platform.

Spiritless People.

The country is rich but poorly tended and the people seemed ill-clad and spiritless. The U.S.S.R. attach great importance to wireless as a medium for propaganda, and every house is supplied with radio sets whilst many shop windows are solely devoted to the display of extravagant posters, and the distribution of literature supporting the policy of the Government.

It was not until Moscow was reached that a real insight into the conditions of the people was possible. We had a full day there and first visited the Grand and the Metropole Hotels, which were both

OBJECTION TO MORE TAXATION.

Chinese Chamber Opposed to Increased Rates.

WOULD HIT TRADE.

Regarding the possibility of the Government increasing the assessment rate in order to meet personal emolument charges, it is understood that the Chinese General Chamber of Commerce, following a Committee meeting held in camera on Tuesday, has addressed a letter to the three Chinese representatives on the Legislative Council.

The Council members are asked to inform the Government that an increase in the assessment rate at the present juncture of trade depression would be most detrimental to the business interests of the Colony.

fully occupied, principally by foreigners visiting the U.S.S.R. on business. Comparing notes with each other after a bath and a meal we found that some of the servants had accepted tips, while others had refused them.

No Bribery.

No-one is supposed to take gratuities and bribery of any sort is punishable by death.

The hotels were inefficiently run and their atmosphere dull and dreary. In the lobby of one hotel a well-dressed stranger came up to us and said he was from London and had been in Moscow for about four days on business as the guest of the U.S.S.R. He said he had repeatedly asked the Government officials to take a meal with him, as is customary in business circles, but not one of them would do so, as they were all afraid of the consequences in case their actions were misconstrued by their compatriots.

There were quite a lot of engineers in the country from America and more were expected. Some were there to put up a watch and clock factory, and Ford was sending over a batch to put up a motor factory.

Lazy Workers.

An English engineer who had been in Russia several months supervising the erection of certain British machinery was returning to England on account of ill health. He said it was difficult to get the men to work and if he asked the foreman to remonstrate with them, the latter refused to do so as it was too dangerous. Apparently the workers have weekly meetings for discussion of their affairs and if complaints are made against any one in authority they are usually listened to with sympathy and acted upon with severity. This young engineer had eventually to go to a Russian hospital, but it was quite impossible to get well there, as there was no nourishing food available. If a workman fell sick and was unable to draw his rations, the other workmen would not use

BRITAIN LEADS IN TENNIS.

TWO WINS OUT OF THREE IN WIGHTMAN CUP.

DOUBLES SUCCESS.

Wimbledon, June 13. The eighth Wightman Cup contest to-day provided a women's "test match", three of the seven matches being decided.

The captain of the American team, Mrs. Wills-Moody, made her usual brief appearance. She out-played Miss Joan Fry, winning 6-1, 6-1. Despite the English woman's plucky fight she was helpless before a fusillade of drives and volleys by the American.

Mrs. Holcroft-Watson, after showing indifferent form in the first set afterwards outdrove Miss Helen Jacobs (America) and won 2-6, 6-2, 6-4. Miss Jacobs, however, scored frequently with some skilful lobs.

Miss Edith Gross and Miss Edith Palfrey appeared to have the doubles match won in the first set. Their opponents however, Miss Edith Harvey and Miss Joan Fry (Britain) made a fine recovery and ran out the winners at 2-6, 6-2, 6-4.—Reuter.

fully trouble to help him in any way.

Dear Food.

All the buildings in Moscow are in a lamentable state of disrepair and things animate and inanimate seemed to be living on capital. We went into the market to buy some food for the remainder of the journey, but we only succeeded in collecting apples which were 1/- each. These were bought in the open market and the price was the same to the Russians.

In the hotel a bottle of chemically beer was 4/. There was very little foodstuff available for sale on the market.

There was a magnificent glass domed arcade containing a few hundred shops in the heart of the city, but most of the shops were empty and the few goods exposed for sale were of the shoddiest type at exorbitant prices.

Smoking would seem to be a luxury not within reach of the majority of people, as very few were indulging in it. Beggars were seen in the streets, which was rather surprising under a communistic system. Apparently conditions have become steadily worse, as we got into conversation with a man who had recently bought grain from Russia, and he said when he was there in 1927 Moscow was very bright. He said the U.S.S.R. had upset market anticipations by becoming sellers of grain instead of buyers.

Low Living Standard.

There is not the slightest doubt that money is urgently needed in the country, and despite the most sincere and strenuous efforts by those in power, the standard of comfort and living generally is on the down grade, so much so, that the U.S.S.R.-conducted tour in Moscow to-day could not camouflage the hopelessness of the situation. The people are pleasant—as are the majority of the people of all nations—but inefficiency and misery are inevitable with so many square pegs in round holes.

The cream of the country has fled and it is only necessary to look at the 80,000 well-dressed and comparatively contented Russians in Harbin (a former Russian but now Chinese city near the U.S.S.R. border town of Manchouli) to see how the people can rise above adverse circumstances and, given a free hand, establish order out of chaos.

People and Religion.

At every service the Churches in Harbin are filled with Russians, and their singing and music is magnificent. It is not, of course, difficult to see why the U.S.S.R. Government is, against the Church as the Czar was the head of the old Orthodox Russian Church and nearly all the best buildings in Russia to-day are Churches. The U.S.S.R. cannot divorce the old Czarist regime from the Churches. In the minds of the people they stand as one—hence the so-called religious persecution.

The U.S.S.R., rightly or wrongly, are taking no chances and do not intend to let the old Church system be used as a means of re-habilitating their old enemies.

Those in power would seem to be working for the people, but they are misguided and their lack of knowledge, especially commercial, may lead them into dangerous waters. They are a primitive Government, understanding only harsh measures against a comparatively harmless community. Speech and thought are stifled, and fear stalks through the land.

The richest country in the world is languishing owing to the lack of mental vitamins.

A COMEDY KNOCKOUT!

